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# Navy News

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The Newspaper of the Royal Navy and the Royal Naval Association

No. 179, 15th YEAR, MAY, 1969

Published first Thursday of the month

Price: One Shilling

## R.N. CONTENDERS IN TRANSATLANTIC ANNIVERSARY EVENT

# All set for big ocean race

Both the Navy and the Fleet Air Arm have high hopes for their contenders in the Transatlantic Air Race which takes place in early May to commemorate the fiftieth anniversary of the first non-stop Atlantic flight by Alcock and Brown.

The Fleet Air Arm are using three supersonic Phantoms of 892 Squadron, Yeovilton, for the west-east dash — and a £5,000 prize. The planes' observers will speed by motor cycle and helicopters from the Empire State Building, New York, to their waiting Phantoms at the U.S. naval airfield.

During the flight to Britain the Phantoms will be refuelled three times by R.A.F. Victor tanker, and H.M.S. Nubian will be stationed in the Atlantic to control one of the refuelling rendezvous. The Phantoms will land at the B.A.C. airfield, Wisley, from where the Fleet Air Arm men will use a "secret" method of transport to get them to the top of London's G.P.O. tower.

The Phantoms plan to fly on three different days.

Manager of the Fleet Air Arm team is Capt. R. D. Lygo and the three crews of pilot and observer will be: Lieut.-Cdr. Brian Davies (commanding

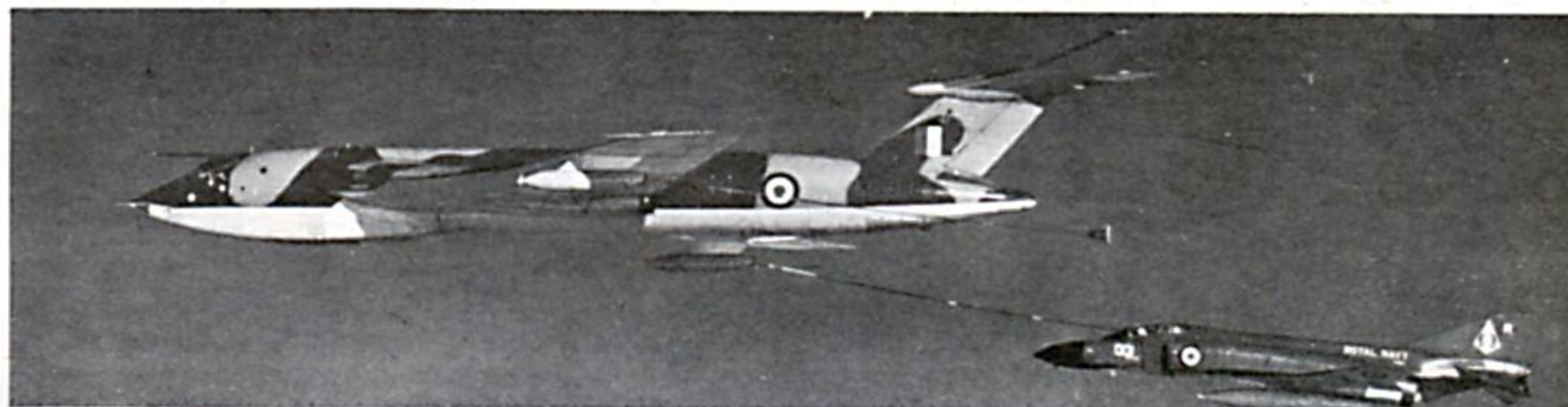
officer of 892 Squadron) and Lieut.-Cdr. Peter Goddard (senior observer); Lieut.-Cdr. Douglas Borrowman (senior pilot) and Lieut. Paul Waterhouse; and Lieut. Alan Hickling and Lieut. Hugh Drake.

### NUBIAN'S PART

Two ratings from H.M.S. Nubian will compete in another section of the competition for a £10,000 prize. They are LS Stewart Dow and LOEM Howard Evans, whose names were picked from a hat after 150 members of the ship's company had volunteered to make the dash from London to New York, via Shannon. They will travel from the G.P.O. tower to a specially-established heliport in central London by motor-cycle and tri-shaw recently brought from the Far East.

A Fleet Air Arm helicopter will take them to Heathrow airport, where Royal Marine motor-cyclists will give them a pillion ride to the terminal building.

They will board a special flight to take them to Kennedy airport. "We think the worst leg will be the dash through the London traffic!" said LS Dow.



In-flight refuel for a Royal Navy Phantom from a R.A.F. Victor tanker.

Left: LS Stewart Dow and bearded LOEM Howard Evans "chair" Aer Lingus stewardess Marie McCoy on her visit to H.M.S. Nubian. On the left, holding the airline's leprechaun mascot, is Cpl Derek Abbott.



## Ark Royal's better living

Improved accommodation is included in the refit of H.M.S. Ark Royal at Devonport. More than three-quarters of the carrier's ratings will be in messes either entirely new or refurbished to the latest standards, except that the same pattern of bunk will be fitted as in H.M.S. Eagle.

The remaining 23 per cent. of accommodation will be to Eagle standards.

Chief petty officers' messes will be to more up-to-date standards than Eagle's, and all officer and rating living accommodation will be air conditioned. The wardroom will remain

below the lower hanger.

Much of the Ark Royal will, therefore, be up to the new 1967 specification, and the remainder up to present Eagle standards.

### BOOST FOR EXPORTS

An exports boost is expected as a result of the Royal Navy squadron's visit to South American ports.

Although the trading aspect of the tour was not emphasized, the Royal Fleet Auxiliaries Lyness and Olwen, which accompanied the squadron, had on board an exhibition of export material to which 50 British companies had contributed.

The Olwen also carried a hovercraft on the foredeck.

Many inquiries were reported from interested purchasers, who were put in touch with the producing firms in the United Kingdom.

### On parade at Northwood

Ceremonial morning colours were held at the NATO maritime headquarters at Northwood, Middlesex, on April 16 to celebrate the 20th anniversary of NATO.

Heading the parade were Admiral Sir John Bush, Allied Commander-in-Chief Channel, and Air Marshal John Lapsley, Commander Allied Maritime Forces Channel.

Over 200 Navy and R.A.F. personnel attended, including NATO staff officers.

NATO review at Spithead — See page 11.

### BULWARK TO MED.

H.M.S. Bulwark, which left Portsmouth on April 17 after a refit, sailed from Plymouth on April 19 after embarking 41 Commando Group and 845 Naval Air Commando Squadron with Wessex Mk 5 helicopters — a total of more than 900 men.

## SAILED AROUND THE WORLD

An officer in the Royal Naval Reserve, Robin Knox-Johnston, became the first man to sail single-handed non-stop round the world when he arrived at Falmouth on April 22, after journeying 30,000 miles and being at sea 312 days.

The inshore minesweeper H.M.S. Aveley and H.M.S.

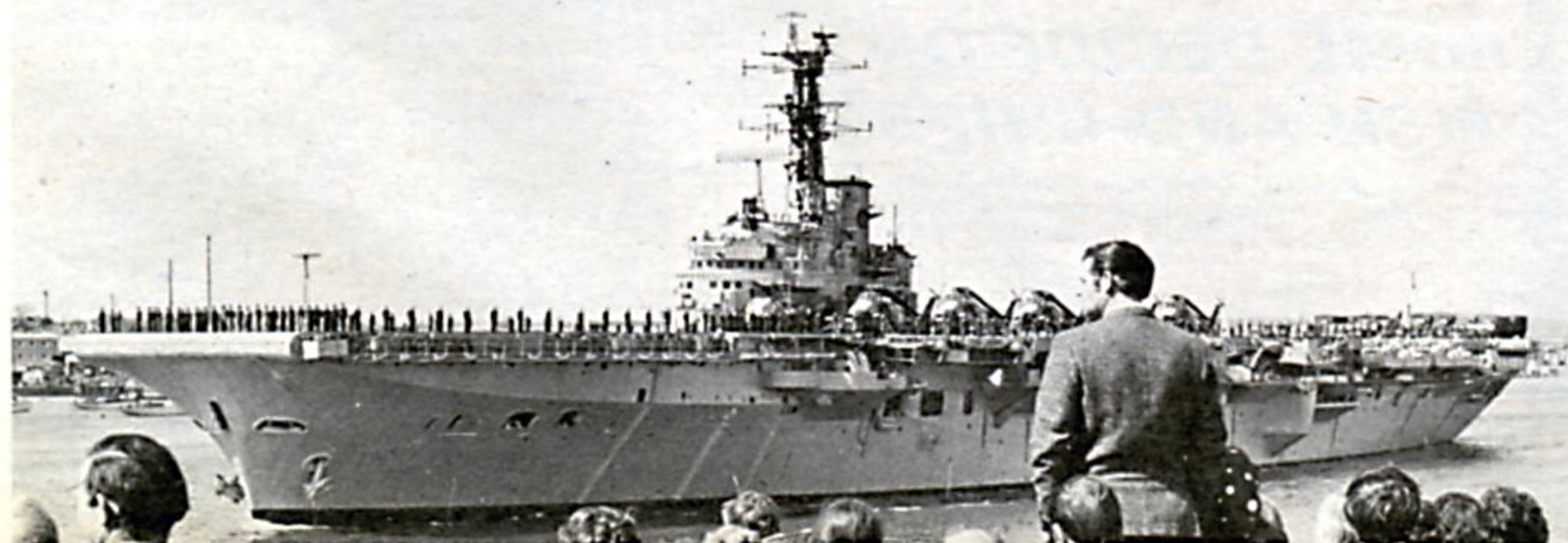
Warsash, the coastal minesweeper of Solent Division Royal Naval Reserve, escorted the yacht Suhaili over the finishing line.

Lieut. Knox-Johnston joined the R.N.R. in 1961 as a Merchant Service officer, gaining an R.N. watchkeeping certificate while serving for a short period

in the frigate H.M.S. Duncan before setting out last June on his round-the-world voyage.

### Chatham drops out

Chatham Navy Days this year has been cancelled, owing to a shortage of available ships.



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# ANY QUESTIONS?

**DRAFTY'S  
CORNER**

There are some questions which crop up again and again when drafting officers come face to face with their clients. Some examples and the answers are given here:—

Q. I am expecting to be advanced shortly. Will this mean a draft?

A. If you are ashore and if you belong to a branch in which advancement doesn't entail a course, we will try to avoid moving you and we usually succeed. There are branches in which advancement has to be followed by a course, and in which delay in doing a course can be harmful to the man. Classes are filled first by homecomers from sea, and then, if there are not enough, by men on Port Service. Things are more difficult afloat, especially when advancement means a change into an already crowded mess. To avoid unsettling short sea drafts and sardine conditions we aim to put men nearing advancement into billets for the higher rating that they can continue to fill when rated. But we cannot see far enough ahead to make this device work throughout a 30-month commission. When we do have to make room we do not necessarily do so by removing the newly-advanced man, for there may be others (nearing time expiry for example) who could as well come out.

Q. My engagement expires in 1970. Can I expect to stay ashore until I go outside?

A. Men are not normally drafted to sea unless they can complete at least 12 months in their ship. However, there are requirements for men for short-term drafts such as steaming crews, or as reliefs towards the end of a commission in a ship paying off. The men at the top of the Sea Service roster, who are protected from a normal sea draft by the nearness of time expiry, are the natural choice for short spells of Sea Service. Men on pensionable engagements are allowed to spend their last four months in Port Service. As Drafty aims to give five months' notice for Sea Service draft you will see that if you haven't been detailed to Sea Service within 17 months of your expiry date on CS1, LS1, LS2 engagements or 21 months of your expiry date on CS2, 3, 4, LS3, 4, 5 engagements, you will only be liable for a short-term draft to steaming crew, etc., should one crop up.

Q. I was told that the new Sea / Shore drafting would let me stay ashore longer. But I

only came ashore from 12 months H.S.S. last August and I now have a draft to sea in June, 1969.

A. The ratio of sea time to shore time for any particular rate or branch depends on the billets to be filled, and so cannot be changed by an alteration to the drafting pattern. But once the new pattern of drafting is established we hope that the frequency and duration of shore time will become more stable. It was because you did only 12 months that you earned very little roster adjustment and thus a short period of Shore Service. The aim is for men to do Sea Service for longer periods, up to 30 months, which will earn them a better period of Shore Service.

## THREE REQUESTS

Q. Why do I never get the ship I volunteer for?

A. Drafty has three requests from you for particular ships. The first one commissioned two months after your request was received. As men drafted to sea get five months' notice of draft all men for that ship were detailed three months before you made your request. The second one doesn't commission for another two years — she's only building now and you will be due for Sea Service long before sea commissions. The third request was for a ship whose programme is widely known and very attractive. You were one of very many

volunteers and were not lucky enough to be selected. If you just want to get to sea your best plan is to request for any ship, or any frigate, or any ship in the Far East: you might be luckier that way.

## COLD COMFORT

Q. Does time on courses count as Port Service?

A. When the question is put in this form it usually turns out that the man who asks it comes from far away and quite understandably does not look on the school as a place near home. He thinks that Port Service means "Up-homers." All service on shore in the U.K. counts as Port Service, and this includes time on courses. Cold comfort to the questioner, whose next question may be:—

Q. If my home is far away and I do a course in Portsmouth will I then go back to my own preference area or will I finish my Port Service in Portsmouth?

A. Drafty realizes that nominating you for a course in the South may make you want to alter a previously expressed preference. The way to do this is on a Drafting Preference Request and if you ask Drafty he will look for a billet near the school and you will have it if he finds it. If you do not ask for such a billet Drafty will try to send you back to where you were before.

## BIENNIAL BUZZ

Q. Is drafting done by computers?

A. No. This is a question that crops up about every two years — a sort of biennial buzz. At Haslemere there is a primitive type of sorting



machine which is used mainly for all the figuring that drafting entails. But no drafting officer makes a decision, that is one affecting the future of an individual, without consulting the written records, one of which is a manually kept drafting history, and the other is the Drafting Preference Card you yourself have filled in.

## COMPUTER IN 1970

In the early 1970's all drafting authorities will be centralized in a new building at Fort Rowner at Gosport.

"Ready, Sir?"

This building will house a modern computer primarily for pay, but it will also produce very much more up-to-date statistical advice to drafting officers than they have at present, which in turn should lead to better drafting.

And whereas now many of you marry without tipping off Drafty, none of you is likely to lead a girl to the altar without putting in for marriage allowance.

So in the computer age, Drafty will know almost as soon as the confetti is swept up.

## List of ships for which C.N.D. will be issuing Draft Orders during June, 1969

SHIP	TO JOIN IN DECEMBER, 1969
LONDONDERRY (G.S.C.)	MAIN PARTY
LLANDAFF (G.S.C.)	FIRST PARTY
TARTAR (G.S.C.)	THIRD PARTY

## TALKING OVER THE FUTURE



The Adviser on Forces Resettlement, Mr. C. A. Roberts, discusses the problems during his visit to H.M.S. London. (Picture: L/Air I. Gutteridge)

## SOME DECIDE ON FISH-AND-CHIPS

Mr. C. A. Roberts, Adviser on Forces Resettlement, visiting Portsmouth on March 31, discussed the future with a number of men about to leave the Service. His tour included the guided-missile destroyer H.M.S. London, and the establishment, H.M.S. Vernon.

"Most of the men," Mr. Roberts told Navy News afterwards, "are tackling the problems of entering civilian life with courage and commonsense."

"The choice of a second career varies widely. Shipbuilding, teaching, the Prison Service, and the fish-and-chips business has each claimed recruits."

Mr. Roberts added: "Industrialists welcome sailors on the pay roll, but the chance of picking up a really good job may often be best in the Midlands and the North."

He promised, on his return to London, to follow up difficulties about technical qualifications and pensions.

## Re-entry roster benefits — and hurdles

A re-engagement problem concerning the effect of previous service on the roster points was referred to in a letter to Navy News from a petty officer.

"On discharge I was a POME/A of six years seniority," he said, "and rejoined under the impression that, apart from having for fairness sake to join the POME roster and so secure my rate again, all I would lose in effect would be the effective time I was outside, and that my time served as POME in the past would still count toward my chief's roster time."

"I have since gathered that the six years as a POME previously served do not count."

"I naturally feel that if my past time and qualifications count then so should the years held in my last rank."

### OFFICIAL ANSWER

The reply given to Navy News is as follows:

"The current regulations for the re-advancement of re-entries to the confirmed rate held on

discharge, and subsequent further advancement, have been in force with only minor amendment since May 31, 1955.

"They are designed to ensure that while giving some benefit to the re-entry in respect of former service, men who have not broken their service and are qualified for advancement do not suffer because another man has decided to re-enter for further service."

"Those who were chief petty officers or petty officers (or equivalent ratings in other branches) may on re-entry be advanced by day-by-day steps to the rating (confirmed), one below that held on discharge."

### BEFORE ROSTER

"Then a re-entry must serve for six months plus a further three months for each complete year he has spent outside the Service. Once he has done this he qualifies to join the roster to attain the rate he held on discharge."

"Once a man absent for less than five years has regained the rate held on discharge, a further hurdle remains. He must qualify by service to join the roster for the next higher rating."

"For this purpose he may count his previous service in his rate on discharge with the exception of the first year. So, if a PO who re-enters had at least three years' seniority before discharge, as soon as he regains his PO rate he can go on to the roster for CPO."

"He will thus have a two-year advantage over an acting PO rated on the same day as he regains his PO rate."

As soon as the re-entry has qualified by service to join the

roster for next higher rate he will be credited with ten basic points for each month from the date on which he is re-advanced to the rate held on discharge.

"This is the earliest possible date from which basic points may be credited, no account being taken of his previous seniority or adjustment to it. Of course as soon as he joins the roster a man becomes eligible for merit points."

"There are no other concessions regarding counting of former seniority for a re-entry."

## Tournament contests

Naval participation in the 1969 Royal Tournament, to be held at Earls Court from July 9 to 26, will consist of the R.N. Field Gun competition, a second naval display entitled "Earthquake 1969" and the Inter-Service Vehicle Handling competition.

The "Earthquake 1969" display will be performed by a joint Royal Navy and Royal Marine party commanded by Cdr. D. J. Farquharson, of H.M.S. Excellent.

When the Inter-Service Vehicle Handling competition was last staged in 1967, it was won by the Royal Navy team.

Queen Elizabeth the Queen Mother is to tour Britannia R.N. College, Dartmouth, on May 11.

She will sail from Portsmouth in the Royal Yacht Britannia on May 5 and will carry out engagements in Devon on May 7 and 8.

The Queen Mother will spend the night of May 9 in the Scilly Isles before going to Dartmouth.

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# Latest films released for the Fleet BRIGITTE AND TWO BREEZY MUSICALS

New film releases to the Fleet include a wide selection, ranging from top-rate musicals such as "Half A Sixpence" and "Thoroughly Modern Millie" to a marital comedy and adventure pictures — one of them starring Brigitte Bardot.

"Half A Sixpence," formerly a successful stage musical, features Tommy Steele, British pop singer and stage success turned international star. "Thoroughly Modern Millie" has in the lead another star of the British stage who went on to international fame — Julie Andrews.

Both Mr. Steele and Miss Andrews give memorable performances in bright and breezy films.

The full list of latest releases to the Fleet by the Royal Naval Film Corporation is:

**House of Cards** — George Peppard, Inger Stevens, and Orson Welles. An exciting adventure with plenty of rough stuff, this well-acted picture is spiced with hard humour. Popular fare. (Universal Pictures) **No. 730**

**Half A Sixpence** — Tommy Steele and Julia Foster. Based on H. G. Wells' novel "Kipps," the story is relatively strong for a musical which is cheerfully bright and breezy. Lively entertainment, handsomely presented. (Paramount) **No. 731**

**Thoroughly Modern Millie** — Julie Andrews and Mary Tyler Moore. This is a gay, nostalgic film with moments of high humour. Musically it is first-rate with catchy tunes and vintage evergreens. A delightfully happy film. (Rank Film Library) **No. 732**

**Bullitt** — Steve McQueen, Robert Vaughn, Jacqueline Bisset. An action picture, it tells of an incorruptible police officer assigned to guard a gangster. Many thrills. (Warner-Pathe) **No. 733**

**Shalako** — Sean Connery, Brigitte Bardot and Stephen Boyd. A large-scale outdoor adventure story, it shows a safari in New Mexico by wealthy people who irresponsibly invade Apache territory. Plenty of action. (Warner-Pathe) **No. 734**

**The Secret Life of an American Wife** — Walter Matthau and Anne Jackson. This witty and intelligent marital comedy is well played and can hardly offend anyone save the prudish. (20th-Century Fox) **No. 735**

The ever-popular Brigitte Bardot, who stars in the outdoor adventure *Shalako*, which tells of a safari in New Mexico.



## CAN BLOW OWN TRUMPET!

The Fleet Air Arm Volunteer Brass Band won the second section of the national brass band area finals (Scotland) in Edinburgh. They are now eligible to represent Scotland in the national championships in London in the autumn.

The band, believed to be unique in the Services, began contesting in 1965, when AA1 Harry Reynolds, then serving in H.M.S. Condor, suggested they

should enter the fourth section of the Scottish national championships, which they won. The following year they were second in the third section, and they also performed well in 1967 and 1968.

On two occasions the band has been trained and conducted by AA1 A. Aird, who has worked hard in the field of Services music.

This year the band had as its conductor and musical director Mr. W. B. Hargreaves, profes-

sor of cornet at the Royal Marine School of Music at Deal and currently world champion brass band conductor.

The 32 members from whom the final 25 were chosen could boast a total of 562 years' musical experience. The oldest member, AA1 F. G. Holmes, once had the distinction of acting as bugler to President Nyrere, of Tanganyika.

NA John Cooper (21) is youngest member of this year's band, which also included a General Service member in Supt. 2 "Chippy" Kingston.

The cup was received by AA2 Joe Shepherd, a musician of 32 years' experience, appearing

with the band for the last time before retiring.

The band has received the support of the Flag Officer Naval Air Command, Capt. R. G. Lewis-Jones, Capt. M. Sylvester, who started the competition ball rolling, and Capt. J. W. Mott, the present commanding officer of H.M.S. Condor, where all the organization takes place.

Much is also owed to the R.M. band sergeant instructors

Holding the "People" cup which was won by the Fleet Air Arm Volunteer Brass Band are AA1 Woods, band secretary, and Sub-Lieut. J. O'Connor, band officer.



## 'Locals' thought Dido's chopper was from moon

H.M.S. Dido, which represents the Royal Navy in the NATO Standing Naval Force Atlantic, has been involved in helicopter "mercy dashes" during recent operations.

After two months of weapon training and exercise in wintry conditions, the force spent two weeks based at Madeira for a weapon training period in the sun.

During this time the helicopters of the Dido and the Netherlands flagship of the force, the Van Nes, were busy. In the middle of one leaving-harbour manoeuvre both were airborne at short notice.

While the Van Nes Wasp helped H.M. submarine Sealion recover a man overboard, the Dido's Wasp rushed a critically-ill sailor to hospital half way up a mountain.

### HELD HOVER

The only convenient landing place was a confined space on a slope "down the road" from the hospital, and Lieut. Christopher Craig held the Wasp in a two-wheel hover for 50 minutes while the doctor found an ambulance.

His sense of humour was rewarded later by a report from the British Consulate that in that remote area the "locals" had not seen a helicopter before, and thought he had come from the moon!

Two days later a baby was reported to be desperately ill at Porto Santo, an island 30 miles north-east of Madeira. The Van

Nes helicopter flew the baby to Madeira, accompanied by the Dido's helicopter acting as life-guard.

Porto Santo beach was the area chosen for a disaster relief exercise by the squadron. Unfortunately, the weather worsened and a fresh wind and surf made the landing look sufficiently hazardous to restrict the scope of the exercise.

### UNDETERRED

Dido, undeterred, used the gemini as a ferry between ship's boats and the jetty, and succeeded in landing a beach kitchen party and a survey team.

In next to no time an impressive diesel-burning stove was in action, and in true Banyan tradition a quantity of steak and beer fought its way through the surf.

As the Dido detached from the squadron for Easter leave she said goodbye to the Limburg (Netherlands) and the Stavanger and Narvik (Norway), who left the force in April.

With a cardboard monster Dutch clog over the side for Limburg's benefit and Nordic virgin ladies with sisal pigtailed and the ship's side rigged with shields and oars for the benefit of the Norwegians, she steamed past the three ships with bagpipes playing and hoses and "spuds" at the ready.

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## NAVY CALL ON SWISS

Few in the Royal Navy can claim to have sailed to Switzerland, but the White Ensign was flying there early last month.

Two inshore mine-sweepers H.M.S. Flintham and H.M.S. Dittisham, each of 120 tons, cruised up the Rhine to Basle as an informal goodwill visit.

Each vessel carried 13 boys from H.M.S. Ganges, the new entry training establishment.

During the stay at Basle, the ships were open to visitors.

## Diamond's two-way expedition

A two-way exped. between Singapore and Bangkok has been carried out by junior officers and ratings from H.M.S. Diamond.

While their ship was making passage from Singapore to the Thai capital, the first party left by Landrover, finally leaving the vehicle at R.A.A.F. Butterworth to complete the journey by train.

The trip was reversed on their arrival in Bangkok, a new party returning the Landrover to Singapore.

From Bangkok the Diamond had a ten-day visit to Hong Kong, followed by exercises and a spell of maintenance in the newly-named Sembawang Shipyard, Singapore.

### AUSSIE WELCOME

Off again, there was an opportunity to enjoy the tremendous hospitality of Western Australia, with calls at Fremantle and Perth.

H.M.S. Diamond will return to the United Kingdom later this year, following a maintenance period at Singapore.

H.M.S. Chichester is to visit Bognor Regis (Sussex) for the resort's carnival day on July 30.



## 'Off the Peg' frigate

An impression by David Cobb of the Royal Navy's latest order — a Type 21 frigate designed as a collaborative venture by Yarrow (Shipbuilders), Ltd., and Vosper, Ltd.

As announced in the April issue, this is an "off the peg" buy by the Navy, and will be built at Woolston, Southampton.

It is expected to be completed in 1972.

The frigate will be of about 2,500 tons, and will be powered by Olympus/Tyne gas turbines.

# COMMISSIONING FORECAST

## Hampshire to be refitted at Portsmouth after all

Portsmouth Dockyard, recognized as the "lead" dockyard for the refits and trials of the County class guided-missile destroyers is, after all, to take on the refit of H.M.S. Hampshire next January.

This was the original intention, but at the beginning of this year the refitting port was changed to Devonport.

Portsmouth is already working on the first major overhaul of H.M.S. Devonshire, the prototype of the class.

The latest commissioning forecast is as follows:

### MAY

KELLINGTON (M/H). May 8 at Chatham for trials. Port Service. Commissions June 5.

TIFE FLIGHT. May 12 at Portland. Wessex. General Service Commission. U.K. Base Port, Chatham.

TARTAR (GP Frigate). May 22 at Devonport. General Service Commission. Home / East of Suez (FE) / Home (Phased). U.K. Base Port, Devonport.

BACCHANTE (GP Frigate). May 24 (tentative) at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions August 5.

CHARYBDIS FLIGHT. May 26 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

HERMIONE FLIGHT. May 26 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

KENT (GM Destroyer). May 26 at Portsmouth. L.R.P. Port Service.

CHARYBDIS (GP Frigate). May 30 at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions July 15.

### JUNE

KELLINGTON (M/H). June 5 at Chatham. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

HARDY (A/S Frigate). June 6 at Gibraltar. Home Sea Service. Portland Squadron. U.K. Base Port, Chatham.

HYDRA FLIGHT. June 23 at Portland. Foreign Service Commission. Wasp. U.K. Base Port, Chatham.

JUPITER (GP Frigate). June 24 at Devonport. General Service Commission. Home / West Indies / Home. U.K. Base Port, Devonport.

HERMIONE (GP Frigate). June 27 at Portsmouth. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Portsmouth.

### JULY

ASHANTI (GP Frigate). July 10 at Portsmouth for trials. Commissions October 7.

PUMA (AA Frigate). July 17 at Devonport. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Devonport.

VIDAL (Survey ship). July 31 at Chatham. General Service Commission. Persian Gulf and Indian Ocean. U.K. Base Port, Chatham (A).

ENDURANCE (Ice Patrol Ship). July 3 at Portsmouth. Fifty per cent. of ship's company. General Service Commission (Home / South Atlantic / South America). U.K. Base Port, Portsmouth.

CHARYBDIS (GP Frigate). July 15 at Portsmouth. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Portsmouth. (Captain's command with full staff).

### AUGUST

BACCHANTE (GP Frigate). August 5 (Tentative date) at Portsmouth. General Service Commission. Home / West Indies. U.K. Base Port, Portsmouth.

ASHANTI FLIGHT. August 25 at Portland. Wasp. General Service Commission. U.K. Base Port, Portsmouth.

WISTON (CMS). August 30 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

HYDRA (Survey Ship). August 26 at Chatham. Foreign Service Commission. Malacca Strait. U.K. Base Port, Chatham.

### SEPTEMBER

RHYL (A/S Frigate). September 2 at Devonport. Special refit DY control. Port Service.

NORFOLK (GM Destroyer). September 9 at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions July, 1970.

PUNCHSTON (CMS). September 10 at Bahrain. 9th M.C.M. Squadron. Foreign Service (Middle East) (A).

SCYLLA (GP Frigate). September 11 at Devonport for trials. Port Service. Commissions mid-December (Tentative).

DIDO (GP Frigate). September 15 at Chatham. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Chatham.

SALISBURY (A/D Frigate). September 18 at Devonport for trials. Port Service. U.K. Base Port, Devonport. Commissions November 5.

LONDONDERRY (A/S Frigate). September 25 at Rosyth for trials. Port Service. Commissions December 3.

LOWESTOFT FLIGHT. September 29 at Portland. Wasp. General Service Commission. U.K. Base Port, Chatham.

HECLA FLIGHT. September 29 at Portland. Wasp. General Service Commission. U.K. Base Port, Devonport.

### OCTOBER

ASHANTI (GP Frigate). October 7 at Portsmouth. General Service Commission. Home / East of Suez (FE) / Home. (Captain's Command). U.K. Base Port, Portsmouth.

BEACHAMPTON (CMS). October 18 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

YARNTON (CMS). October 18 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

### NOVEMBER

SALISBURY (A/D Frigate). November 5 at Devonport. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Devonport.

BULWARK (Cdo. ship). November 5 at Devonport. Home Sea Service / Foreign Service from date of sailing for East of Suez (Far East). U.K. Base Port, Devonport (C).

ACHILLES (GP Frigate). November 5 at Glasgow. Port Service. Reduced trials crew. U.K. Base Port, Devonport.

GURKHA FLIGHT. November 10 at Portland. General Service Commission. Wasp. U.K. Base Port, Rosyth.

LONDONDERRY FLIGHT. November 10 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

ANTRIM (GM Destroyer). November 11 at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commission April 15, 1970.

AURORA (GP Frigate). November 20 at Chatham. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Chatham. Captain's Command.

NAIAD (GP Frigate). November 27 at Portsmouth. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Portsmouth.

### DECEMBER

LONDONDERRY (A/S Frigate). December 3 at Rosyth. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Portsmouth.

SCYLLA FLIGHT. December at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

ANTRIM FLIGHT. December 8 at Portland. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

SCYLLA (GP Frigate). Mid-December (Tentative) at Devonport. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Devonport. Captain's Command with full staff.

### JANUARY, 1970

849B SQUADRON, ARK ROYAL. Early 1970 at Brawdy. General Service Commission. U.K. Base Port, Devonport. Gannets.

JUNO (GP Frigate). General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Chatham. Captain's Command with full staff.

HECLA (Survey ship). January 13 at Devonport. General Service Commission. North Atlantic / West Indies. U.K. Base Port, Devonport (A).

HAMPSHIRE (GM Destroyer). January 20. Special C and M complement at Portsmouth. Port Service.

ZULU (GP Frigate). January 21 at Rosyth. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Rosyth (C).

HECATE (Survey ship). January 27 at Devonport. General Service Commission. Home / North Atlantic. U.K. Base Port, Devonport (A).

ARGONAUT (GP Frigate). January 22 at Devonport. General Service Commission (phased). Home / East of Suez (FE) / Home. U.K. Base Port, Devonport.

BRINTON (M/H). January 28 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (E).

824 SQUADRON, ARK ROYAL. Early 1970 at Culdrose. General Service Commission. U.K. Base Port, Devonport. Sea Kings.

NORFOLK FLIGHT. Early 1970 at Portland. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

ACHILLES FLIGHT. Early 1970 at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

ARK ROYAL SAR FLIGHT. Early 1970 at Culdrose. General Service Commission. Whirlwind or Wessex. U.K. Base Port, Devonport.

### FEBRUARY

JAGUAR (AA Frigate). February 5 at Chatham. General service Commission (Phased). Home. U.K. Base Port, Chatham.

DIOMEDE (GP Frigate). February 5 at Glasgow. Port Service. Reduced trials crew. U.K. Base Port, Devonport.

LOWESTOFT (A/S Frigate). February at Chatham for trials. Port Service. Commissions April.

LLANDAFF (AD Frigate). February 12 at Devonport. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Devonport.

FAWN AND FOX (Coastal Survey craft).

February 12 at Devonport. General Service Commission. West Indies / Home. U.K. Base Port, Devonport.

### MARCH

DANAE (GP Frigate). March 5 at Devonport. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Devonport. (Captain's Command with full staff.)

ACHILLES (GP Frigate). March 12 at Devonport for trials. Port Service. Commissions June. U.K. Base Port, Devonport.

GAVINTON (M/H). March 18 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

### APRIL

TORQUAY (A/S Frigate). April 6 L.R.P. complement at Chatham (tentative). Port Service.

ANTRIM (GM Destroyer). April 15 at Portsmouth. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Portsmouth.

MOHAWK (GP Frigate). April 20 L.R.P. complement at Gibraltar. Port Service.

BRERETON (M/H). April at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

LOWESTOFT (A/S Frigate). April at Chatham. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Chatham.

GURKHA (GP Frigate). April at Rosyth for trials. Port Service. Commissions June.

### MAY

LEANDER (GP Frigate). Early May. Dockyard control at Devonport. Port Service.

ARETHUSA (GP Frigate). May. Recommission (Phased) at Portsmouth. General Service Commission. Home / West Indies / Home. Captain's Command. U.K. Base Port, Portsmouth.

### JUNE

CLEOPATRA (GP Frigate). June at Devonport. General Service Commission (Phased). Home / East of Suez (FE) / Home. U.K. Base Port, Devonport.

ACHILLES (GP Frigate). June 9 at Devonport. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Devonport.

DIOMEDE (GP Frigate). June 3 at Devonport for trials. U.K. Base Port, Devonport. Commissions October.

FEARLESS (Assault Ship). June at Devonport. General Service Commission. Home / East of Suez. U.K. Base Port, Devonport (A).

BULLDOG and BEAGLE (Coastal survey craft). Mid-1970 at Chatham. General Service Commission. Home / W. Africa / Med. U.K. Base Port, Chatham.

DIOMEDE FLIGHT. Mid-1970 at Portland. Wasp. General Service Commission. U.K. Base Port, Chatham.

### JULY 1969

WALRUS Final manning date July 4 at Devonport for service with the 1st Submarine Squadron.

OBERON Final manning date July 21 at Portsmouth for service with the 7th Submarine Squadron.

### SEPTEMBER 1969

OPPORTUNE Final manning date September 5 at Devonport for service with the 1st Submarine Squadron.

### OCTOBER 1969

AENEAS Final manning date October 10 at

GURKHA (GP Frigate). June at Rosyth. General Service Commission. Home / East of Suez (FE) / Home. U.K. Base Port, Rosyth.

### JULY

NORFOLK (GM Destroyer). July (tentative) at Portsmouth. General Service Commission. Home. U.K. Base Port, Portsmouth.

DEVONSHIRE (GM Destroyer). July at Portsmouth for trials. Port Service. Commissions November (tentative).

### AUGUST

BERWICK (A/S Frigate). August (Tentative date) at Chatham for trials. U.K. Base Port, Portsmouth. Tentative date for commissioning, October.

HYDRA (Survey ship). August at Singapore. Foreign Service. Malacca and Singapore Straits.

WISTON (CMS). August 30 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

### SEPTEMBER

PUNCHSTON (CMS). September at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

FALMOUTH (A/S Frigate). Mid-September at Portsmouth for trials. Port Service. Commissions end December.

NOTES — It is emphasized that the dates and particulars given are forecasts only and may have to be changed — and perhaps at short notice.

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phased-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A — All Cooks and Stewards; B — All Cooks and Stewards other than 1 P.O. Cook; C — Stewards and Cooks for Captain and Wardroom.

## GRAFTON: THE END

The Blackwood class anti-submarine frigate H.M.S. Grafton arrived at Portsmouth on April 10 to pay off to the disposal list.

The Grafton was built by J. S. White and Co., of Cowes, and completed in 1957. She joined the Second Frigate Squadron based at Portland and spent much of her time on anti-submarine training in the English Channel.

Recently she has been in the Londonderry Squadron of the Western Fleet and has undertaken fishery protection patrol off Iceland and Norway.

## Submarine drafting

The final manning date given is the date when the whole crew will be complete, drafts will start arriving four months before the final manning date.

Chatham for service with the 2nd Submarine Division. Drafting preference cards from Volunteers for Aeneas from all branches, except electrical, are required by June 10.

### DECEMBER 1969

ALLIANCE Final manning date December 5 at Chatham for service with the 2nd Submarine Division. Drafting preference cards from volunteers for Alliance by electrical ratings are required by July 5 and remaining branches by August 5.

It is not possible to publish a drafting forecast for nuclear submarines, but volunteers for these submarines are required all the time.

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# HONOURRED NAME

## 'Revenge' in the Service 400 years

The motto of H.M.S. Revenge — Intaminatis fulget Honoribus (Shines with untarnished honour) — exactly typifies the regard with which the name "Revenge" has been held for nearly 400 years.

The badge — a gold gryphon rising out of silver wavelets on a blue field — is derived from the crest of Sir Richard Grenville (1541-1591), who was killed in the first Revenge in August, 1591.

She was Drake's flagship against the Armada (1588), with 34 guns (though some authorities say 46), and was of 441 tons, built at Deptford in 1577.

Her greatest feat was immortalized by Alfred, Lord Tennyson, in lines which most school-boys learned —

"Sink me the ship, Master Gunner — sink her, split her in twain!

Fall into the hands of God, not into the hands of Spain!"

This was off Flores in the Azores, where Sir Richard fought for 15 hours against 53 attackers.

### Hero's death

His ship was boarded 15 times, but the invaders were thrown back. In the end he had to surrender, but died aboard his ship, which subsequently foundered.

The present H.M.S. Revenge, the Royal Navy's fourth nuclear-powered Polaris submarine, was launched at Birkenhead on March 15, 1968, being named by Lady Law, wife of Admiral Sir Horace Law, Controller of the Navy.

Of all British construction, the Revenge has a length of 425 feet and a beam of 33 feet. Surface displacement is 7,500 tons. Her main machinery consists of a pressurized water reactor driving



H.M.S. REVENGE

a single shaft through steam turbines.

Armed with 16 Polaris missiles with British warheads, which can be delivered with extreme accuracy at a range of 2,500 nautical miles, she is capable of extended operations at high submerged speeds in the international waters of the world.

In addition, the submarine carries six 21-inch torpedo tubes and the most modern developments in under-water detection and navigation equipment.

### High standard

Accommodation is of the highest standard, with the luxury — compared with the old conventional submarines — of unlimited fresh water for showers, cooking, and a fully-equipped laundry.

A large modern galley serves a wide choice of meals on the cafeteria system, and special attention has been paid to furnishing and decoration.

There is also a cinema and a comprehensive selection of recordings for relaxation during the two-month patrols.

To ensure that the Polaris submarines spend the maximum time on patrol, they each have

two full crews of some 143 officers and men. The crews, known as port and starboard, take turn and turn about on the schedule of patrols.

The present Revenge is the tenth ship of the Royal Navy to bear this famous name.

The ninth, a battleship of 29,150 tons displacement, and with an armament of eight 15-

inch, twelve 6-inch and eight 4-inch AA guns, was part of the First Battle Squadron at the Battle of Jutland. She was scrapped in 1948.

Her battle honours show that she served in the Atlantic and in Home Waters, but she also served in the East and was part of Admiral Somerville's force in the Indian Ocean.

## PHOTO POSTCARDS

Photo postcards of H.M.S. Beagle or any other ship in this series are obtainable from Navy News, Dept. P.C., R. N. Barracks, Portsmouth, price 1s. each (10s. per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of postal order or cheque for 12s.

Other ships in this series are:

Theseus, Ocean, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfound-land, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhye, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Achern, Laybourn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barossa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Border-er, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernized), Lynx (modernized), Osiris, Cam- brian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, Zulu, Lofoten, Reclaim, Grafton, Orpheus, Ursa, Woolaston, Dundas, Brighton, Fearless, Manxman, Glamorgan, Auriga, Forth, Hecate, Finwhale, Olwen (formerly Olynthus), Relentless, Fife, Intrepid, Dampier, Aisne, Leopard (1967), Ocelet, Galatea, Londonderry, Abdiel, Sirius, Vidal, Minerva, R.F.A. Engadine, Warspite, Carysfort, Beagle, and Endurance.

## Commando ship to reinforce the Med. units

With the 900 men of 41 Commando, Royal Marines, embarked, together with the helicopters of 845 Squadron, H.M.S. Bulwark, the commando ship, which has just completed a refit in Ports- mouth, sailed for the Mediterranean last month.

The move was in accordance with the Defence Minister's pro-

mise to NATO that Britain would keep at least one major fleet unit in the Mediterranean.

The assault ship, H.M.S. Fearless, was the first big ship sent to the station, but she was withdrawn in March to go to Lagos in connection with the Prime Minister's visit to Nigeria.

While in the Mediterranean, 41 Cdo and the helicopters will take part in various exercises.

### MAJOR UNITS

It would seem that for a time there will be two major Royal Navy ships in the area, for it is understood that H.M.S. Eagle will go to the area in June.

H.M.S. Bulwark is expected to return to the United Kingdom during August.

### FOR BRAVE CONDUCT

The Queen's Com- mendation for Brave Conduct has been awarded to four mem- bers of the ship's com- pany of H.M.S. Fife, in recognition of their courage and fine professional conduct during the rescue of passengers and crew of the Fijian motor vessel Tui Lau which ran aground.

Cdr. J. Benson was leader of the boarding party, Lieut.-Cdr. G. Stock was captain of the ship's helicopter, Lieut. N. Truter super- vised the winching of the passengers, and RO T. Hodgkinson main- tained communication between the destroyer and the motor vessel, while the 42 passengers and crew were being rescued.

The frigate H.M.S. Ulster made a dash from Guernsey to Portsmouth carrying two skin divers who developed the "bends" while diving for shell- fish. Both were treated at the diving unit at H.M.S. Vernon. One later returned to Guernsey and the other was transferred to the R.N. Hospital, Haslar.

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## Round Cape to the Gulf



A long trip lay ahead for the 480-ton mine- hunter H.M.S. Gavington, which sailed from Portsmouth for the Per- sian Gulf via the Cape of Good Hope.

Here is a farewell "thumbs up" from (left to right) PO Norman Beatty, PO Chris Jones, L/S Edwin Rutler, and PO Alan Watson.

## Sub. escape tests

The Royal Navy's submarine escape equipment has attracted world-wide interest, and officers of the United States and Royal Netherlands Navies have been getting practical experience of the system before it is fitted to their own underwater craft.

A test-and-trials exercise was carried out in Loch Fyne from the Oberon class submarine H.M.S. Otter.

The British equipment, known

as the single escape tower, is fitted to most H.M. submarines.

During the trials, conducted by Lieut.-Cdr. Matthew Todd, Command Escape Officer on the staff of Flag Officer Submarines, the visiting officers made escape ascents under realistic conditions.

Volunteers from the Otter ship's company were also given the opportunity to try the equip- ment.

## Eskimo work-up, then the Med.

H.M.S. Eskimo's fourth com- mission began with a "shake- down" week, followed by a social "shakedown" at Fal- mouth, where sports were played against local teams.

Despite bad weather, more than 400 people visited the ship over two days.

The frigate sails for the Mediterranean after work-up at Portland.



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# Name Carysfort lives on

On the date of writing this letter, 54 years ago, I happened to be one of the couple of hundred or so of a party from Guiz arriving to man the light cruiser Carysfort, then nearing completion at Pembroke Dock.

Six weeks before, I had left the old cruiser Argyll high and dry on the Inchcape Rock.

The Carysfort became the flotilla leader (Capt. Wintour in command) of a destroyer force attached to the Grand Fleet.

"There is a divinity that shapes our ends, rough how them how we will" is something more than a platitude, for because of a propeller shaft

## Letters to the Editor

defect Capt. Wintour transferred his broad pennant to the brand-new destroyer Tipperary, and went down with his ship in the Dogger Bank battle. Only three of the Tipperary crew survived.

The Carysfort became flagship of Commodore Tyrwhitt of the powerful Harwich Force of seven light cruisers and 18 modern destroyers.

Well do I remember that fateful June 1st morning after Jutland as the Commodore cleared lower deck, bare-headed, and not ashamed to reach for his handkerchief, as he gave details of the lost ships.

So let me end these reminiscences of a former Carysfort, an old Father Neptune, 87 years young, shrunk a little in the way of life, but proud to have stored in a sunny corner of his heart the memory of a gallant little ship, whose name he has passed on to his son, a grandson, and a young ladybird "great."

Rest peacefully young Carysfort in upper reaches of the

Tamar, where the "dough-boys grow on trees and the Cornish Riviera thunders by three times a day."

Pat Buckley  
(ex-CPO R.N.)

Fareham,  
Hants.

## Last of line

H.M.S. Howe was the last of the long line of British battleships to fire "angry" shots against the enemy. In her case the enemy was German, Italian and Japanese. She was broken up prematurely for political reasons.

I am surprised, therefore, to see the comment that our historians "reflect ruefully on the failure to keep H.M.S. Vanguard."

W. Batters.

Colehill,  
Warwicks.

## 'DISGRUNTLED'

"Disgruntled" of H.M.S. Decoy, writes "just off France," with the challenge of "daring us to print."

A non-de-plume may be used by correspondents who do not wish to have their names published, but no letter will be considered for publication unless the sender includes his name and address as evidence of good faith.

## 'OUT OF COMMISSION' SHIP'S 11,783 MILES

I read with great interest the item in the March edition of Navy News on the fleet escort maintenance ship, H.M.S. Berry Head. It was partly correct, but wrong in the latter part.

The Berry Head was built in the North Vancouver yard and completed in 1945 — that is correct, but to say she was never commissioned until November, 1968, is wrong.

She was commissioned, under the command of Cdr. Drake, R.N.R., in late June, 1945, and proceeded to the Far East to join the Pacific Fleet train. By

October 1, 1945, we had covered 11,783 miles and burnt 1,425 tons of oil — not bad for a ship out of commission!

I was the first chief stoker of the Berry Head and we had a fine ship's company. I wonder how many recall the concert party which did such fine work to dispel monotony.

We brought Berry Head back to Sheerness and paid off.

In conclusion, I would like to say how much I enjoy reading Navy News. Keep up the good work.

G. H. Clasby.

Liphook,  
Hants.



## End of an era—last ships leave

With the departure of the five ships of the 7th Minesweeping Squadron — all "Ton" class minesweepers — from Malta, the Royal Navy has severed a connexion with the island which has existed for nearly 170 years.

The ships — Ashton, Crofton, Leverton, Shavington, and Walkerton — are to be placed in reserve at Gibraltar. The only Royal Navy ship left at Malta is the boom defence vessel, H.M.S. Layburn.

Although they will not be based on Malta, the Minister of Defence has stated that Britain would strengthen NATO's southern flank with a Royal Navy force.

It is expected that a couple of frigates will be in the Mediterranean on a rotational basis, and

that an aircraft carrier, a commando ship or an assault ship will be "on call" in the area.

## COMMANDO SHIP

The destroyer Defender and the frigate Lynx are currently in the Mediterranean, the commando ship, H.M.S. Bulwark sailed for the area last month and is expected to be there for about four months.

H.M.S. Eagle, which has recently completed a refit at Devonport, is expected to go to the Mediterranean in June.

The assault ship, H.M.S. Fearless, had to be withdrawn to go to Lagos, but as she is to refit at Devonport, she is not expected to return to the Mediterranean.

Ships of the Royal Fleet Auxiliary Service will keep the ships supplied with fuel, stores and armament.

The First Sea Lord takes aim: Admiral Sir Michael le Fanu is pictured with 20 mm. gun during a visit to the Fraser gunnery range at Portsmouth. He inspected various weapons, visited classes under instruction — and fired the 20 mm. gun. During the morning he had visited Whale Island.

## DINNER TO MARK STAFF COLLEGE ANNIVERSARY

The 50th anniversary of the Royal Naval Staff College will be marked by a dinner to be held in the Painted Hall, Greenwich, on May 29.

South Africa's first submarine was launched at Nantes, France.

## Head-hunter skulls as 'decoration'

For the first time since the end of Confrontation with Indonesia, the Royal Navy returned to Kuching, Sarawak.

H.M. ships Wilkieston and Sheraton arrived in Kuching,

and the following day "Wilkie" proudly broke the flag of the Commander, Far East Fleet (Vice-Admiral W. D. O'Brien) who was making an official visit to Malaysian Borneo.

Sailors set off to visit a Dayak longhouse, where they were entertained by the Pengula (Headman) with rice wine, a cabaret of traditional dances, and a display of local arts.

A member of the party takes up the story:

"Among the most interesting but gruesome sights in the long-

house were the skulls still kept there from head-hunting days.

"We were assured that this charming custom had now ceased, although there were still lots of fearful-looking 'parangs' hanging on the walls.

"In the evening a football match with a combined team from the two ships played a local team called the 'Buccaneers.' We would like to feel that the Buccaneers are an extremely good team, especially as they beat us 7-2.

"Later in the evening, back on board, a cocktail party was held by the Fleet Commander, who greeted Mrs. O'Brien by saying, 'Welcome to my smallest ever flagship' as she stepped aboard the Wilkieston.

"That evening, while the officers were entertaining on the fo'c'sle, many ratings had been invited to dinner as guests of some of the local English residents."

## MUSEUM CALL

Other events in the visit included a call "by a party of intellectuals in white" to the Museum (one of the finest in South-East Asia), a further trip to the longhouse, and a rugby match (also a defeat).

The report concludes: "It was with happy memories that we slipped from our berth and sailed down the muddy Sarawak River — a visit we and our hosts we hope, will not forget for a long while."



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## CHOPPER PLATFORM FEATURE New small fleet tanker launched

The R.F.A. Grey Rover, second of the Navy Department's new small fleet tankers, was named and launched at the yard of Messrs. Swan Hunter Shipbuilders Ltd., Hebburn-on-Tyne, on April 17 by Lady Parker, wife of Vice-Admiral Sir John Parker, Flag Officer, Medway and Admiral Superintendent, H.M. Dockyard, Chatham.

### RARE COIN FOR THE TOWN

A rare halfpenny, minted at the end of the eighteenth century and bearing the head of a famous admiral, Sir Edward Pellew, later Viscount Exmouth, was presented by H.M.S. Pellew to Teignmouth, the town had adopted the ship, which was paying a farewell visit.

When the Pellew returned to Portsmouth on April 1, to pay off and go for scrap, visitors on board were Cdr. A. P. Pellew, R.N. (ret), and his two sons, who are direct descendants of Sir Edward Pellew.

With an overall length of 461 feet, a beam of 63 feet and a deadweight tonnage of 7,000 tons, these vessels have been designed to replenish H.M. ships at sea with fuel, fresh water and limited dry cargo and refrigerated stores under all conditions while under way.

A helicopter platform is also provided, served by a stores lift, to enable stores to be transferred at sea by helicopter.

### RECREATION

The ship is propelled by a single Stone Manganese Marine propeller actuated by two Ruston and Hornsby marine diesel engines.

The Grey Rover will be manned by a Merchant Navy complement of 42 officers and men of the R.F.A. Accommodation includes cafeteria messing, recreation and hobbies' rooms.

The vessel is air conditioned for service in tropical and cold climates.

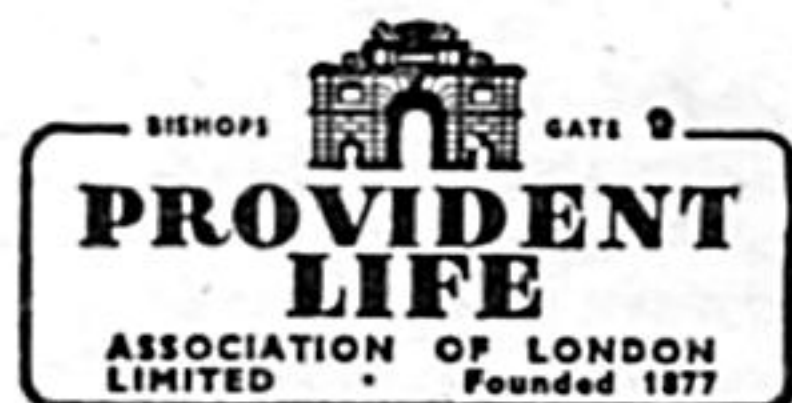


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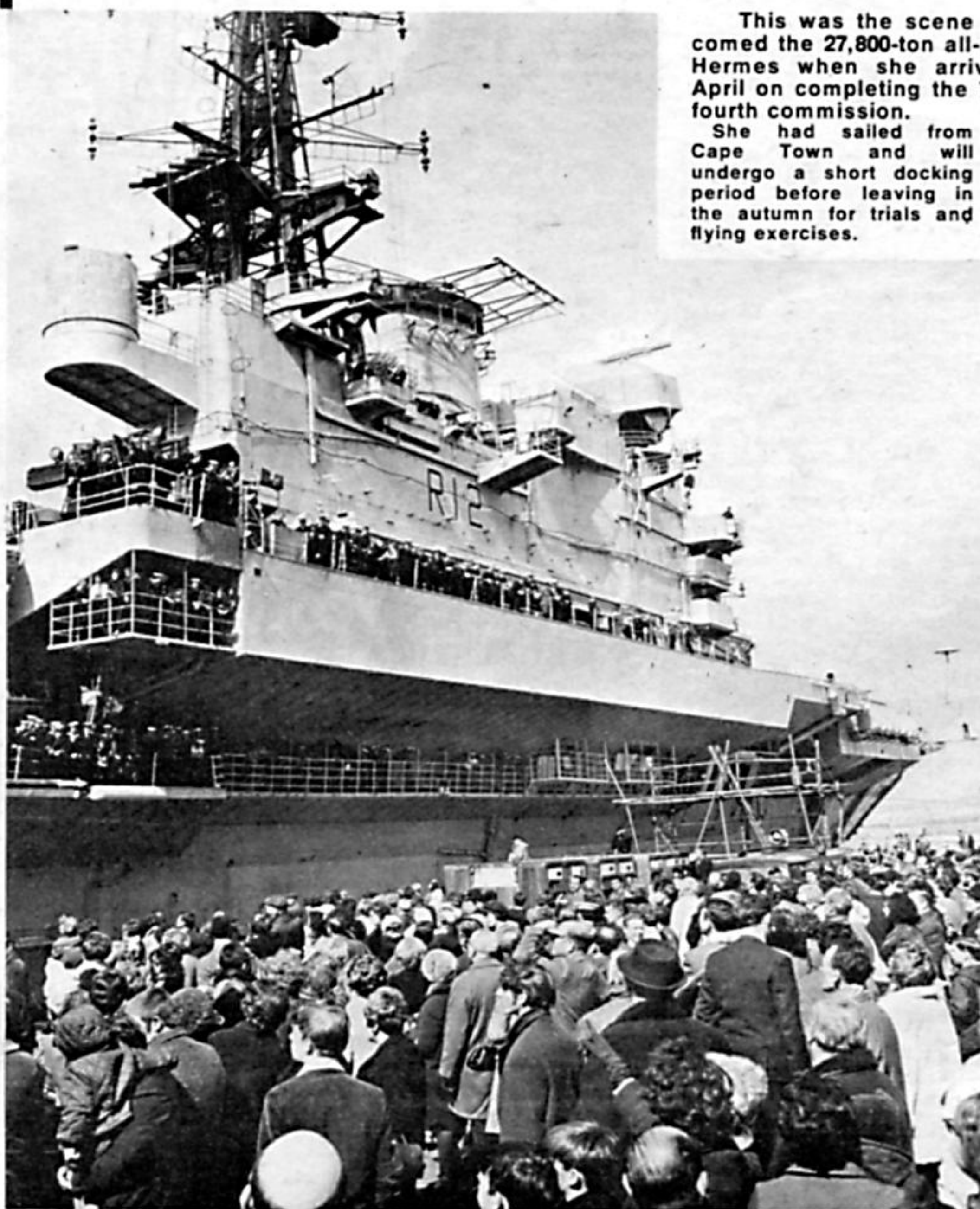
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# Hermes home



This was the scene as some 2,000 relatives welcomed the 27,800-ton all-missile aircraft carrier H.M.S. Hermes when she arrived home at Portsmouth in April on completing the 72,000-mile foreign leg of her fourth commission.

She had sailed from Cape Town and will undergo a short docking period before leaving in the autumn for trials and flying exercises.

Just before the ship arrived, her Sea Vixen, Buccaneer, Gannet and Wessex squadrons flew off to their parent air stations at home. 814 squadron, the ship's helicopter anti-submarine squadron, was awarded the Boyd Trophy for 1968.

When the Hermes arrived home 40 members of the ship's company were seeing their children for the first time. Fourteen other members had a "date" to be married.

One couple, POM(E) Stephen Wright and his wife Jean, were able to go house-hunting as a result of a raffle in the Hermes. P.O. Wright bought 25 tickets, and with one of them won the prize of a £700 car. But a house was regarded as first priority, so it was planned to sell the car and use the money as a house deposit.

During the past nine months the Hermes ship's company have donated 970 pints of blood while visiting such places as Singapore, Hongkong, Sydney, and Cape Town.

## Help from Russians

A joint team of British and Soviet surgeons successfully carried out an operation for appendicitis at sea after a member of the crew of R.F.A. Resurgent collapsed with severe abdominal pains.

The incident occurred while the Resurgent was in the south Atlantic. After the ship's surgeon had diagnosed acute appendicitis and requested surgical assistance, a radio signal was transmitted requesting aid.

Russian coverage of the area was soon apparent and after "pidgin" English-Russian signal exchanges, the Soviet naval vessel S. Cheluskin revealed her position as 80 miles away, and stated that a doctor and two surgeons were available.

A rendezvous was arranged and the operation took place.

After hospitality to the visitors, a letter of thanks was sent to the commander of the Russian ship.

## KEPT A WELCOME FOR GLAMORGAN

H.M.S. Glamorgan is home after a 60,000-mile globe trot, during which she found herself the focal point of attention from expatriated Welshmen from Puerto Rico to Sydney.

Welsh communities wherever she went welcomed her with open arms.

The guided missile destroyer

— and adopted ship of Wales — returned to Portsmouth wearing a paying off pennant after a busy 11 months. She arrived from Puerto Rico.

There is also a busy time ahead. She will be flagship at the Spithead NATO review in May, and will attend the Western Fleet

assembly at Torbay.

She will also be Britannia's guardship for the investiture of the Prince of Wales this summer.

The ship, which has about 30 Welshmen on board, will pay her first visit to Cardiff since 1967 as part of the Welcome '69 celebrations.

Sitting in H.M.S. Glamorgan's minimoke are Chief Cook Peters' children, who went on board to greet their father when the ship arrived at Portsmouth.



## He's amongst good friends at AGGIE WESTONS



At Miss Agnes Weston's Royal Sailors' Rests, men and women of the Royal Navy and other services find a warm welcome, a comfortable "home from home," and unsparing help with spiritual, moral and family problems. A sailor's life has many dangers besides physical ones — prompt action by Aggie Weston's missionaries has averted countless human tragedies. Please assist this important work by gift, deed of covenant or legacy.

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Portsmouth, Hants.  
General Secretary:  
Lt. Cmdr. F. M. Savage, F.C.C.S., R.N.





# Impressive Blake's big new role

When the keel of the fifth ship to bear the name of Blake was laid down in 1942, no one at Fairfield's Shipbuilding and Engineering Company on the Clyde could have forecast her present shape.

The original design included an armament of nine six-inch guns and ten four-inch turrets, with numerous pompoms and Bofors and two sets of 21in. torpedo tubes. She was not commissioned until 1961, when she appeared with two twin six-inch and three twin three-inch turrets.

After a 21-month commission spent mostly carrying the flag of Flag Officer Flotillas, Mediterranean, the Blake paid off at Portsmouth for refit and subsequent conversion to carry helicopters.

After six years in Dockyard hands, the Blake recommissioned on April 23, under the command of Captain R. F. Plugge, as a command helicopter cruiser for trials and General Service Commission (W.F./F.E.F.).

## First conversion

H.M.S. Blake is the first of the Tiger class cruisers to undergo this conversion.

The after superstructure and armament have been replaced by facilities for the air group. These comprise a flight deck and hangar for Sea King helicopters

## MAJOR UNIT FOR FLEET

with workshops, offices, briefing room, and new cabins and mess decks below.

Not seen but definitely fact are the five sets of stabilisers and a complete air conditioning system, both of which will help make life on board more comfortable.

To create space for the air group, the gunnery branch have suffered the loss of two twin three-inch and the aft twin six-inch turret, but have been compensated by the sighting of two quadruple Sea Cat launchers amidships.

So the Blake goes to sea with the largest guns in the Royal Navy, and if called upon to do so remains capable of laying down a heavy carpet of shells.

## Impressive

As a major unit in the fleet, the Blake is able to provide a large and impressive presence to any incipient insurgents.

But she wears more than just a pretty face. At short notice the resident squadron of Wessex Mark 3 anti-submarine helicopters, which she will be mothering for the first commission in her new role, could be disembarked and replaced by a flight of commando or troop carrying aircraft with at least a company of Royal

Marines to strengthen her own troop.

No doubt the Blake will see a variety of helicopters on board during this commission but her flight deck must present an attractive proposition for proponents of VTOL aircraft.

With the demise of the strike carriers, this class of ship may be seen as their successor as both force command ship and as, dare one even say it, a "flat top."

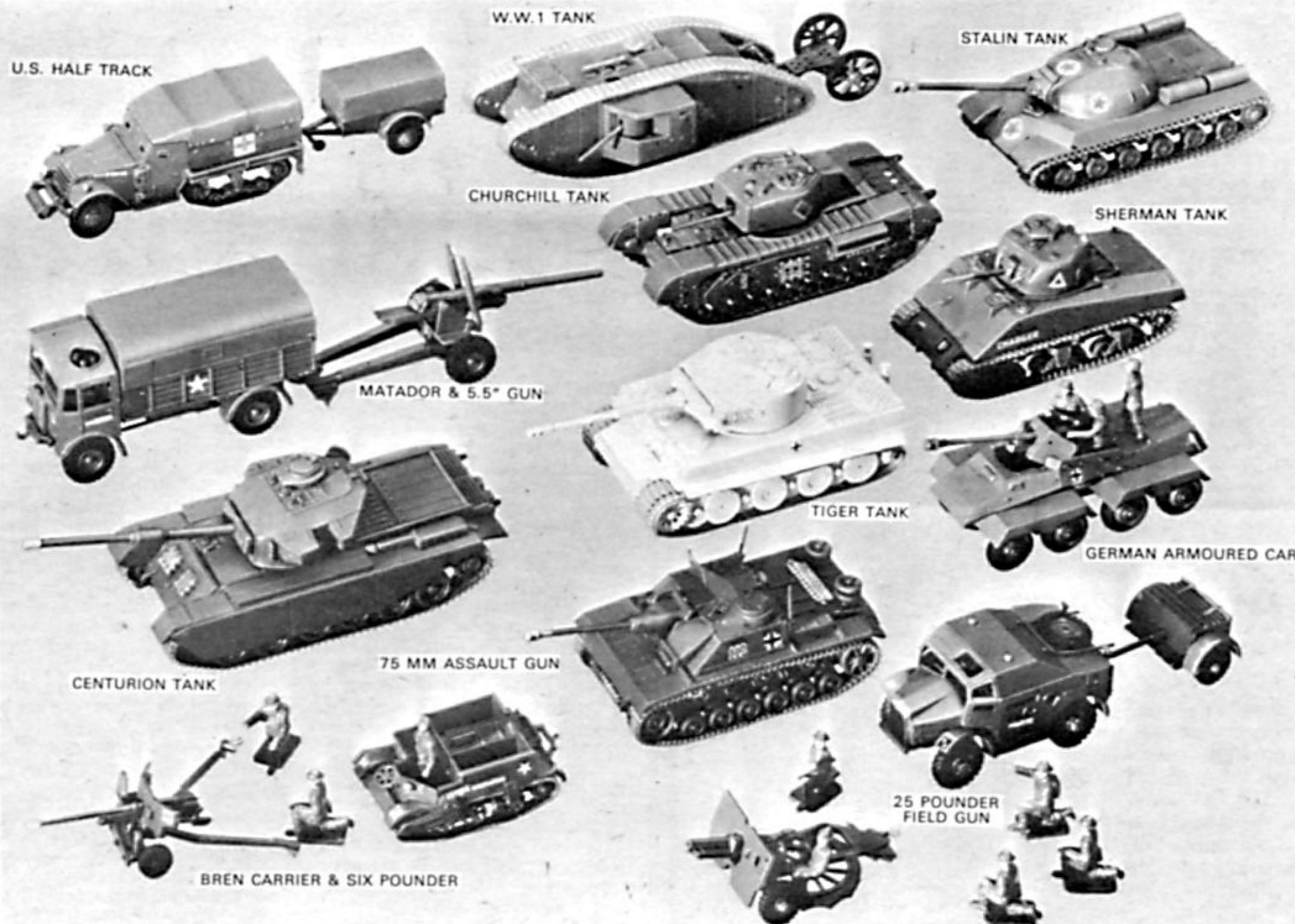
The helicopter hangar, forming part of the new after-structure, can be seen in this shot of the recently-recommissioned H.M.S. Blake.



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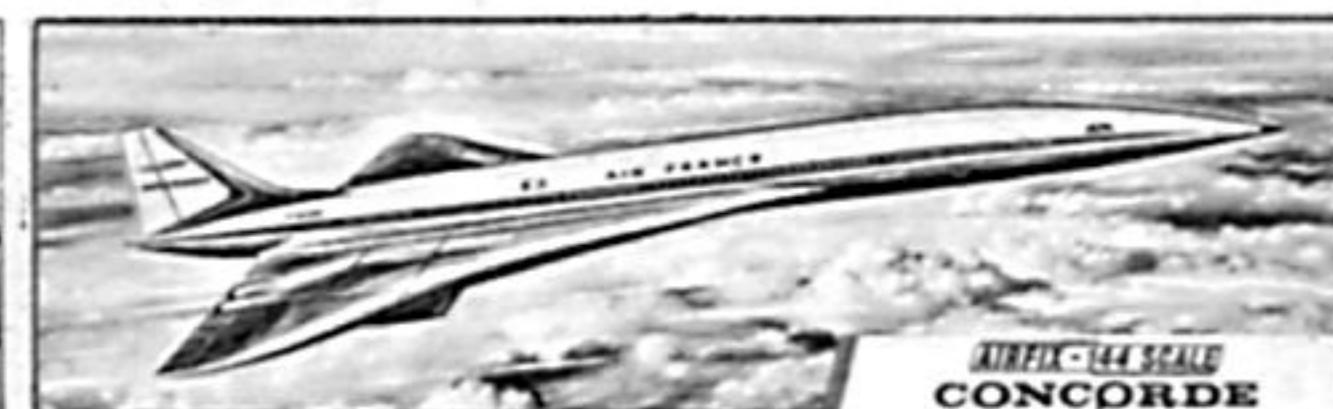
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## NAME'S THE SAME



Two Blakes: The engine room telegraph (above), watched by CERA Alick Blake, of Portsmouth, shows "Slow," but H.M.S. Blake is now ready for the "Full ahead." Below, a Blake party heaves in the fore spring. Left to right, AB James Rudd, OS John Ranscombe, JS Peter Cooper, AB Harry Thomas and AB Harry King, the Navy ski champion.

Photographs by L. Phot. A. Stevenson.





# Navy News

EDITOR:  
W. WILKINSON  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 22351 (Ext. 72194)

## Life by the rule book

Quite by accident, this edition evolved into lots of questions and answers. Drafty, who probably hears "Why" more than most naval departments, started the ball rolling with some of the more frequent inquiries received, soon to be followed by the Second Sea Lord's Personnel Liaison Team.

Their activities bring them into close contact with hopes and fears, and the more they hear the greater becomes the realization of the immense task of communication in dealing with both career and domestic life, bound on every side by regulation.

The third expression of views and queries was from a number of naval wives, whose efforts to get information from husbands had disclosed remarkable variations.

Though naval wives occasionally get a "bad press," the experience on this newspaper is that while they are unlikely to burst into patriotic fervour over an organization which deprives them of their husbands for long periods, they are less liable to apply full pressures if they can believe in purpose and reasons.

## Finding out

Wives may claim with justification that while they share the benefits of Service life, they bear the greater sacrifice by its demands, leading inevitably to a determination to find out all they can — and especially about suspected "wangling."

So often what is merely a prickling irritation becomes blazing resentment if the other fellow seems to be luckier — or more cunning.

Explanations, even using every form of communication, will be endless and repetitive, but are greatly helped by the Guide for Naval and Royal Marine Families, the reprinted version of which is now being issued. At some stage it may be necessary to consider a whole range of professional booklets, each dealing with a particular subject.

Examination of existing methods of reducing or simplifying rules, might also be rewarding.



"Trust you to believe that steam gives way to sail when libertymen from 61 NATO ships are all trying to get ashore at once!"

## SUEZ GAVE H.M.S. AFRIKANDER HEARTY TRANSPLANT

# Shore team for the 'best run'

Many people think that all Royal Navy personnel have left South Africa and that draft chits to H.M.S. Afrikaner are things of the past, but, for a lucky few this is not so.

All ships going to and from the Far East or Gulf via the Cape find that their needs are taken care of during their stay in South African ports by the "team" from Afrikaner.

The present organization started in April, 1967, when it was decided to close the South Atlantic and South American Station and for the Commander-in-Chief to be relieved by a Commodore, who would be responsible to Commander-in-Chief Western Fleet and whose title would be "The Senior British Naval Officer, South Africa."

## Quiet life

Everybody then settled down to a quiet life, only to be rudely disturbed in June, 1967, by the Middle East War and the closure of the Suez Canal.

As a result the staff was inadequate for the job of looking after all the ships diverted via the Cape. This has now been adjusted.

In the Commander-in-Chief's days there was an average of

two ships on the Station; now with a Commodore supported by a staff of seven, a total of 150 ships have been through since mid-1967.

The team prides itself on having acquired considerable expertise in the art of supplying ships with their essential needs — and some of the less essential but nevertheless desirable ones as well.

H.M.S. Afrikaner remained at Youngsfield after the closure of the South Atlantic and South America Command, and is housed in the wing of the old Commander-in-Chief's offices.

The present staff is headed by Commodore J. W. D. Cook, the Assistant Naval Attaché is Commander S. K. Sharrock who, among other things, makes out the programme for ships visiting and is the Executive Officer of H.M.S. Afrikaner.

There is one other officer on the staff, Lieut.-Cdr. C. S. P. Sherwood, who is responsible for planning and operational matters and is also the Contingent Account Officer.

The Commodore's secretary is Chief Writer G. L. Wood — not many chief writers about with such an officer-type job!

## Visiting ships

Stores Chief Petty Officer (V) R. W. Preston deals with all naval and victualling stores matters. Petty Officer Writer M. M. Colborne deals with the cash side and meets visiting ships with the "lolly" and pays all the bills.

The Communications department is run by Communications Yeoman C. P. Davis who, with the help of RO2 G. Strachan, looks after all the signals and mail.

That is the naval staff, they are supported by a small civilian staff, all surviving members of the late Commander-in-Chief's staff.

In addition to their normal duties members of the staff are called on to do unusual jobs.

These are mainly concerned with looking after sailors left

ally stronger than the ships' teams.

During a recent outbreak of oil pollution on the Cape beaches, a regular volunteer band of sailors was seen at the S.P.C.A. Headquarters, washing and feeding penguins that were covered in fuel oil.

All ships visiting South Africa enjoy the wonderful hospitality of the local people, and many consider Simonstown one of the best "runs" in the commission.

The Afrikaner staff make full use of the wonderful climate and outdoor way of life, with opportunities for golf, tennis, swimming and enjoying the splendid beaches and scenery.

No doubt Afrikaner will figure on many a drafting preference card in future.

behind in Cape Town — adrift, in hospital, court or prison! (There is only one man in prison; in fact, the record of behaviour by ships' companies is excellent.)

With 150 ships (R.N. and R.F.A.) in 19 months and some 34,000 taking shore leave, only three men have been in court.

During the last visit of H.M.S. Hermes, one rating showed admirable initiative by appearing at Groote Schuur Hospital in Cape Town and inviting Professor Chris Barnard (of transplant fame) back to his mess.

The professor duly accepted, and pictures appeared of him in the local Press being traditionally entertained in a junior rates' mess.

## 250 matches

Sport always plays a major part in most visits, and in the last 18 months visiting ships have played well over 250 matches of one sort or another against local clubs. Thirty-eight wins have been recorded to date, but there has seldom been anything but first-class encounters, even if the opposition is gener-

## Changes in Navy's command structure

On July 1, Admiral Sir John Frewen will become the first Commander-in-Chief of the Royal Navy's Naval Home Command, with responsibility for three of the Navy's four shore commands in the United Kingdom.

The appointment of Commander-in-Chief Portsmouth, which Admiral Sir John Frewen now holds, will then lapse, but the Commander-in-Chief Naval Home Command will retain direct responsibility for the Portsmouth area.

On the same date the Admiral Superintendent Portsmouth will be reappointed Flag Officer Spithead and Admiral Superintendent Portsmouth, responsible to the Commander-in-Chief for the fleet base and to the Ministry of Defence (Navy) for the dockyard.

This appointment is a departure from the arrangements originally planned, whereby the second flag officer required at Portsmouth because of the load of responsibility on the Commander-in-Chief would have been a member of the Commander-in-Chief's staff.

For reasons of administrative efficiency, however, it has now been decided that he should be appointed as Flag Officer Spithead and Admiral Superintendent Portsmouth.

One naval shore command will not come under the new Commander-in-Chief. Flag Officer Scotland and Northern Ireland will for the present remain an independent command for other than shore training matters.

The Ministry of Defence (Navy) is also upgrading Flag Officer Medway and Admiral Superintendent Chatham to full area flag officer status, and the Medway shore command boundaries are to be extended.

The changes were foreshadowed in the recent Defence White Paper in which it was announced that the phased programme for reorganizing the naval shore commands under a single Commander-in-Chief was going ahead.

Admiral Frewen at Portsmouth has in fact taken charge of shore training inspections throughout Britain.

## BLOCKS ARE NAMED

Group at the opening of four new junior ratings' accommodation blocks in H.M.S. Osprey, Portland, by the Commander-in-Chief Portsmouth, Admiral Sir John Frewen.

The blocks have been named after four men who started their naval careers as ratings and finished as lieutenants or lieutenant-commanders engaged on anti-submarine warfare instruction in H.M.S. Osprey.

In the photograph are, left to right, Admiral Sir John Frewen, Capt. E. G. Brown (captain, H.M.S. Osprey), Cdr. D. A. P. O'Reilly (executive officer, H.M.S. Osprey), LAM R. Ellis, of Falmouth, and POAF G. A. Downing, of 771 Squadron.



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# QUEEN'S REVIEW OF 60 SHIPS

## Allied forces for Spithead

A total of 63 warships from 12 NATO countries are expected to take part in the review at Spithead on Friday May 16 as part of the celebrations of the 20th anniversary of NATO.

The review will be taken in the Royal Yacht by the Queen, who will be accompanied by the Duke of Edinburgh. Among those attending will be the Secretary General of NATO.

The review is being jointly organized by the Commander-in-Chief Portsmouth, Admiral Sir John Frewen, and the Allied Commander-in-Chief Channel, Admiral Sir John Bush, who will fly his flag in the guided-missile destroyer H.M.S. Glamorgan.

### IN FOUR LINES

The first ships will arrive at Spithead on Tuesday May 13 and the majority on Wednesday 14. By Thursday they will be at anchor in four lines stretching for nearly four miles from a point off Stokes Bay to the west, nearly to the Horse Sand fort to the east.

The ships will be illuminated on Thursday and Friday nights.

On May 16 the Queen will receive a salute from the NATO Royal Guard on her arrival at South Railway Jetty, Portsmouth Dockyard, at 11.40 a.m.

The Britannia, with the Queen, Duke of Edinburgh, Sec-



The NATO review will be taken by the Queen in the Royal Yacht Britannia, seen here leading a frigate and destroyer

retary General of NATO and NATO representatives and commanders embarked, will sail at noon. They will be preceded by the Trinity House vessel Patricia, and the Belgian command ship Zinnia and H.M.S. Wakeful will follow.

When Britannia is passing Southsea beach, there will be a royal salute of 21 guns. She will anchor on the eastern side of the review at the head of the line.

Before the review starts at 3.20 p.m., it is expected that the liner Queen Elizabeth 2 will pass down Spithead close to the NATO ships.

Special anchorages are being established for yachts and other vessels with spectators on board. The public will also find vantage points to see the review from Southsea beach and the waterfronts at Haslar and Alverstoke

## U.S. CARRIER & THREE CRUISERS

The NATO ships taking part in the review will be manned by 14,500 men.

They will comprise: One aircraft carrier — the U.S.S. Wasp; three cruisers — H.M.S. Blake, newly converted to be a command helicopter cruiser, the Italian guided-missile escort cruiser Doria and the Netherlands cruiser De-Ruyter; 36 destroyers and frigates; four submarines; one command ship; one minelayer; 14 minesweepers and three fleet replenishment ships.

The Standing Naval Force Atlantic, consisting of six frigates and destroyers from five navies who maintain a constant NATO naval force, is included in the total of 63 ships.

The full list of naval ships expected to attend is:

**Standing Naval Force Atlantic:** Netherlands frigates Van Nes and Evertsen, U.K. frigate Dido, U.S. destroyer Vesole, Portuguese frigate Almirante Perera Da Silva and German frigate Braunschweig.

**Belgium:** Command ship Zinnia, minesweepers Breydel, G. Turffaut, Knokke, Charleron, Heist, Rochefort, Malmedy, Mechelen, Turnhout, Tongeren, Vise and Dinant.

**Canada:** Destroyers St Laurent, Fraser and Gatineau, fleet replenishment ship Provider.

**Denmark:** Minelayer Moeen.

**Germany:** Destroyer Bayern, frigate Augsburg.

**Greece:** Destroyer Aspis.

**Italy:** Cruiser Doria, destroyer De Alpino.

**Netherlands:** Cruiser De Ruyter, destroyers Holland, Zeeland, Noord, Brabant and Rotterdam.

**Norway:** Frigates Oslo and Bergen.

**Portugal:** Frigate Commandante Roberto Ivens.

**Turkey:** One destroyer.

**United Kingdom:** Cruiser Blake, guided-missile destroyer Glamorgan, frigates Phoebe, Puma, Torquay, Tenby, Eastbourne and Wakeful, submarines Alcide, Tiptoe and Olympus, minesweepers Letterston and Shoulton, fleet replenishment ship Olmeda.

**United States:** Carrier Wasp, guided-missile destroyers Dewey, Claude V. Ricketts, Barney, Laffey and Allan M. Sumner, destroyer escorts Voge, Koelsch and McCloy, submarine Sea Poacher, fleet replenishment ship Chukawan.

## Week-end chance of visits aboard

The programme of events for the week of the NATO review — given below — includes two "open days" for the public.

On both Saturday May 17 and Sunday May 18, many of the NATO ships will be open to the public in Portsmouth Dockyard from 1 p.m. to 6 p.m.

The week's programme:

### Wednesday, May 14

**Morning and afternoon:** Ships of the NATO Standing Naval Force Atlantic and 12 NATO countries assemble at Spithead.

**18.15:** Senior officers call on Allied Commander-in-Chief Channel in H.M.S. Glamorgan.

### Thursday, May 15

**09.15:** Allied Commander-in-Chief returns calls on senior officers.

**12.20:** Allied Commander-in-Chief Channel, Commodore Standing Naval Force Atlantic and senior officers call on Commander-in-Chief Portsmouth in H.M.S. Victory.

**Evening:** General entertainment by Portsmouth naval establishments for NATO ships.

### Friday, May 16

**Review Day — ships dress overall**

**11.10:** Secretary General of NATO and NATO representatives embark in H.M.Y. Britannia. The following guests of the Queen will also embark in H.M.Y. Britannia: Admiral of the Fleet Earl Mountbatten of Burma; Mr. Denis Healy, Secretary of State for Defence; Mr. Frederick Mulley, Minister of State, Foreign and Commonwealth Office; Admiral Sir John Frewen, Commander-in-Chief Portsmouth and First and Principal Naval A.D.C. to the Queen; Admiral Sir John Bush, Allied Commander-in-Chief, Channel.

**11.45:** The Queen, accompanied by the Duke of Edinburgh, embarks in Britannia.



## 'Security of the seas'

In a special message, Signor Manlio Brosio, Secretary General of NATO and Chairman of the North Atlantic Council says:

The independence of our countries, which each member of the Alliance is pledged individually and collectively to defend, relies on the maintenance of their free maritime communications. The gift of liberty is inseparable from the security of the seas. Safety today can no longer be assured by the resources of one nation.

The contribution of each is in fee to remedy the vulnerability of some and to augment the power of others. This is why for two decades the navies of the NATO countries have trained and exercised together — not to prepare a war (although to win it should others force it upon us) but by constant readiness in peace-time to preserve tranquillity.

### FOR SURVIVAL

Today even more than in the past, sea-power is vital for survival. It is therefore encouraging to be able to acknowledge that in no branch of NATO defence has integration and inter-Allied co-operation been developed more consistently and successfully than at sea.

The Atlantic Alliance threatens no country. It ardently pursues international co-operation: under conditions of security it exists to help forward acceptable solutions of grave outstanding political issues.



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During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted. The number of blooms sent varies according to current wholesale prices — more blooms are sent for the same price during July and August, and a lesser number during December — owing to seasonal capacity.

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NAVY NEWS  
MAY 1969

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### FLAGSHIP —

The guided-missile destroyer H.M.S. Glamorgan, in which the Allied Commander-in-Chief Channel, Admiral Sir John Bush, will fly his flag for the NATO review.



## SOCK IT TO ME

Dear sir dear sir dear sir dear sir dear sir



## Voice of the wives

Living according to the rules is a puzzling business for Service families, who may often wonder why there is so much complexity.

Well, first of all a rule has to be proof against fiddle (there are master minds at this!), but usually rules grow more and more involved as efforts are made to derive the fullest benefit for the greatest number.

A letter has been received from a naval wife, and as it contains so many queries Navy News has decided to deal with it in detail.

## To Australia

The letter is given below in full, and the questions are answered in other parts of the page. The one exception is the question concerning loan drafts to the Royal Australian Navy.

Anyone requiring information urgently on this topic can obtain hand-outs from the Australian Naval Representative, U.K., at Australia House, Strand, London, W.C.2.

The subject will also be dealt with in the June issue.

The following is the letter from the naval wife:—

"I am writing on behalf of several naval wives who are rather confused on various subjects. Our husbands also seem confused, as they give us different answers to the same questions.

"It was decided to write to you because you will at least give us all the same answers, and, as you are in a position to know the correct answers, then we will be satisfied.

"The first query is in regard to forms of payment. Can a naval rating pay his entire wages into a bank — in fact, have his wages paid into a bank by Admiralty and collect no money at all at pay parade?

"If he is married does he have to pay his wife her marriage allowance through the Post Office,

or can he do this through a joint bank account?

"What then happens if a sailor is punished by stoppage of pay — how does the Navy collect that money?

"Our second query is about naval married quarters. How does a family qualify nowadays for married quarters?

"If one does obtain tenancy of a married quarter, how long can one remain in tenancy — three years, five years or six years?

"If the husband is drafted to Plymouth or any other command, what happens to the family? Do they remain in the quarter in Portsmouth or do they have 28 days to vacate the quarter?

## British status?

"Thirdly, a query on loan drafts. A few men we know have been given loan drafts to the Royal Australian Navy.

"How does a man qualify for a loan draft? Do the families who accompany these men retain all their British naval status, and British privileges, as we do when we go abroad with our own Navy?

"What exactly are the conditions families can expect with the R.A.N.? Will our British sailors be liable for service with R.A.N. anywhere in the world, including Vietnam, or will they be entirely shore-based?

"Who will pay our men, the R.N. or the R.A.N.?

"All information on these sub-

jects will be greatly appreciated as there is nothing so abominable as ignorance, especially on which affect us so close.

"Our husbands are available to interpret orders which affect us and need a reliable guide matters.

"You could be that your Families Page.

## D.C.I. effect

"We want to know of importance to us, how D.C.I.s affect us.

"What happens when due for medical discharge, what gratuity can he certain stages in his medically discharged?

"This threat has come of us already, and demented with worry, if her husband is finally how it affects him but this varies in different.

"We want to know about naval life for a woman's (the wife's) Your Families Page so mainly consisted of Admiral so-and-so's wife, this, Captain somebody doing that, Rowner with something else again.

## Rowner vis

"But no real intelligence for wives, who are not interested in the doing of wives of V.I.P.s and who places other than Rowner.

"So, please don't comment amiss. Please some thought to my request please reply to the have put to you in this (and my friends) would appreciate your help very much.

## . . And sock it to you, too

"Don't take my comments amiss," said the naval wife's letter, which added that "we want to know more about

naval life from the wife's angle."

The Editor not only does not take it amiss, but is delighted to have criticism — and contribu-

tions — from naval wives.

But in receiving this "sock it to me" note, he is going to have a spot of "sock it to you as well."

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In money terms this means that on a gross HP interest charge of, say, £74, you could save £30 10 6 at the standard tax rate of 8/3d in the £ or £23 14 10 at the earned income rate of 6/5d in the £.

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☐ Used car  
☐ Deposit saving (to enable me to build up a deposit for a future purchase)

Please tick whichever applies

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this  
today

## MQ position in different

## How does a family qualify nowadays for a married quarter?

Officers over 25 and ratings over 21 who are receiving marriage allowance and are accompanied by their families are eligible to occupy married quarters.

They must have an expectation of at least six months' further service in the ship or establishment on which their entitlement to occupy the MQ is based, and they must intend to occupy the quarter for at least six months.

As there are not yet enough married quarters to go round (although the gap is narrowing and in 1968/69 about 1,500 new houses became available) your husband's name has to go on a waiting list.

The time you may have to wait for a quarter varies from place to place and the MQ Officer where you have applied will be able to tell you the position.

## LENGTH OF TENANCY

An officer or rating may normally continue in residence in a Port Scheme MQ if he remains eligible by service to occupy married quarters in the area concerned.

There are two exceptions for the time being (because of a shortage of quarters): at Portland and in Portsmouth (Officers' MQs only) where a maximum three-year continuous occupation rule applies.

If you are occupying a married quarter in one of the Port Schemes in this country and your husband is sent abroad and you cannot join him, you may either (1) continue to live in the quarter, or (2) vacate the quarter within two months after your husband has been drafted.

Under (2); your husband would, on his return from overseas unaccompanied service, be entitled to priority on the waiting list for quarters.

If your husband is drafted to compulsorily unaccompanied service overseas lasting more than a minimum period (at present nine months) and a MQ is not available for you in the UK, a Service hiring may be taken for you anywhere in the UK.

## PAY TO BANK

## Can a naval rating pay his entire wages into a bank?

Any rating over 21 and living with his wife on normal terms in the vicinity of his place of duty may elect to draw marriage allowance with his pay.

Alternatively he can allot to his bank — or to a joint account — a fixed sum each month, comprising marriage allowance in full and up to the great majority of his pay.

Ratings under 21 can also have marriage allowance paid into a bank or joint account. In the case of chief petty officers serving in shore establishments which operate bank accounts, they may have their actual pay due sent monthly to the bank.

When a man's pay is stopped, appropriate action is taken, if necessary and depending on the punishment awarded, to reduce any allotments in force.

At a Naval own MQ particular MQs.

Provisional MQ at service G.S.C. last at

If you which quarter F.S.C. through any right his return

Occu gibility months air stati

Wh ica

Altho require men but wh pension

Thes each y pension

The for each chief p In ac



## THESE MESSAGES ARE VERY PERSONAL



Top right: Three-year-old Helen records a message for her father, Ch Mech Mike Sheppard, of H.M.S. Naiad. Holding Helen is her mother, Mrs. Mary Sheppard, who lives at Rowner.

Above: Family gathering to record messages for Elec Mech Edward Boote, of H.M.S. Naiad. They are (left to right) broadcaster Margaret Hubble, Mrs. Boote, Karen (19 months) with her grandmother Mrs. Jones, and Mrs. Frances Boote (Karen's other Gran-nie).



Broadcaster Margaret Hubble went to the naval shore establishment, H.M.S. Vernon, at Portsmouth, for a family message recording scheme sponsored by the Navy. The messages were all for personnel aboard the frigate H.M.S. Naiad then in the Indian Ocean.

The happy group above consists of Mrs. Sheila Tinkler, wife of PO Stwd Eric Tinkler, and her six children, Stephen (12), Heather (10), Keith (8), Sharon (6), John (4), and Mark (3).

three times the annual (i.e. 52 weeks') value of the pension.

Men invalided who do not qualify for a pension, provided they have at least three years' service from date of entry (i.e., service before age 18 may be included up to the maximum of 12 years' total service) may be awarded a gratuity of £65 after three years' service, £75 after four years, increasing by £15 for each year of service up to a maximum of £195.

When invaliding is due to a disability attributable to service with the Royal Navy or Royal Marines, the rating may be entitled to an additional pension or gratuity from the Department of Health and Social Security.

The relevant information about a man invalided is automatically passed by the Ministry of Defence to that Department for consideration.

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## n varies places

stations and establishments outside the schemes (i.e., those which have their own rosters) only those serving at the establishment may normally occupy the

one is, however, made for F.A.A. personnel in front-line squadrons to retain a parent air station throughout their tour of the squadron; also, those sent to a F.F.S.C. ship may retain a MQ at their station.

### TO OTHER AREAS

A husband is drafted from the area in which he has a quarter, retention of the allowance only if he is going overseas on a L.F.S. and will be unaccompanied, or to a ship on a G.S. commission. Stay on in the quarter he will give up to priority of allocation elsewhere on

### NOTICE TO VACATE

Months remaining in the Service whose eligibility for MQs ceases are normally given two months to vacate (three months at naval stations).

## 'Invalided' pensions

What happens when a man is due for medical discharge?

The normal period of reckonable service to qualify for pension is 22 years from age 18. Men re-engaged to complete time for pension, if invalided before doing so, may be awarded a gratuity after 12 years' service.

Pensions are based on the same rates in respect of years of service as are used to calculate the 22-year

rates depend on rank and vary from 3s. 3d. a week for an Able rating to 5s. 11d. for officers.

On termination, they receive a terminal grant equivalent to



# 'Camel' a winner

## ULTIMATE PACKED INTO THE DESIGN

In early 1958, from the glimmer of an idea, it was decided to attempt the ultimate in anti-submarine helicopters. Designated Wessex Mark III, it was to supersede the Wessex Mark I.

Rolls-Royce designed an engine for it, Louis Newmark produced a new Duplex automatic control system, and these, with the latest radar and sonar detecting device, were gathered at Westland Helicopters Ltd., where the components were assembled in a Wessex Mark I airframe.

Known as the "Camel" because of the pronounced hump of the radar scanner on its back, it made its first flight early in 1965.

Intensive flying trials were carried out in 1966 by a select band of the Navy's finest pilots and observers, the aircraft emerging a "winner" in every respect.

The Wessex Mark III carries a four-man crew, consisting of two pilots, an observer and a sonar operator. It can operate in all weathers and, with its modern equipment, can detect and deliver the

"coup de grace" to any submarine within range.

Several front-line and training squadrons are equipped with the Wessex Mark III. It can operate from shore stations, carriers, guided-missile destroyers and Tiger-class cruisers.

### Technical data

**Manufacturers:** Westland Helicopters Ltd.

**Power plant:** One Napier Gazelle NGa22 gas turbine engine, rated at 1,600 s.h.p.

**Dimensions:** Main rotor diameter, 56ft.; overall length, 65ft. 10in.; overall height, 14ft. 5in.

**Performance:** Maximum speed, 115 knots. Cruising speed, 100 knots.

**Weight:** Empty 9,350lb.; loaded 13,500lb.

**Armament:** Two torpedoes and depth charges.



## How to order postcards

Photo postcards of the above aircraft and others of this series are obtainable from "Navy News," Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (including postage), stamps or postal order.

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal order for 12s.

Albums to hold 64 "Navy News" postcards are 10s. each (including postage).

Other aircraft in this series are the Walrus, Seafox, Skua, Albacore, Firefly, Chance Vought Corsair, Fairey Barracuda, Grumman Wildcat, Fairey Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey and Gannet.

## Gib. Governor sails

Admiral of the Fleet Sir Varyl Begg, the new Governor of Gibraltar, embarked in the guided-missile destroyer H.M.S. London at Portsmouth on April 14, for passage to Gibraltar.

Sir Varyl, who was accompanied by Lady Begg and his two

sons, assumed his new duties on April 17, the day of arrival.

The Admiral was Chief of the Naval Staff and First Sea Lord from 1966-68.

H.M.S. London is proceeding to the Far East station.

## Navy puts a flag on Rockall

The White Ensign has been hoisted by a six-man Navy team on Rockall, a volcanic rock sticking 50 feet out of the Atlantic some 200 miles west of the Outer Hebrides.

The rock's claim to fame is continual mention in shipping forecasts.

The team, from the survey ship H.M.S. Hecla, which was carrying out a hydrographic survey of the Rockall bank, re-established a British presence on the rock after an interval of 14 years.

The sailors had to wait for a calm, fine day before making a landing by gemini dinghy on this desolate granite rock.

### HAZARDOUS

Speaking of the landing, the Hecla's commanding officer, Capt. David Haslam, said, "It proved a hazardous undertaking despite the comparatively favourable weather conditions and required perfect timing and very skilful handling of the gemini."

First man ashore was RMech'n. John Preston, followed by Lieut. Carl Oberman and Lieut.-Cdr. Robert Wilson.

Before the second party had scrambled ashore these three climbed the sloping, slippery rock face to the top. A search failed to reveal any sign of the Union Flag left flying by a landing party from another survey ship, H.M.S. Vidal, in 1955. On that occasion a helicopter was used.

While on the rock, the Hecla's party took rock and other samples and carried out a brief ornithological investigation.

After hoisting the White Ensign and cementing a plaque on the rock face, the party returned to Hecla in the gemini, driven by AB Derek Ferguson.

Other members of the team were Lieut.-Cdr. Thomas Wingate, LS John Williams and CEM Allan Chamberlain.

## Commissioning

H.M.S. Auriga, an A-class submarine built by Vickers Armstrong, Ltd. and launched in March, 1945, re-commissions for the eighth time at Chatham on May 2.

## T-CLASS SUBS. ON WAY OUT

The Royal Navy's famous T-class submarines are on their way out, and by the end of the summer the Navy will no longer be operating any of them.

Last to go will be H.M.S. Tip-toe, which recently celebrated her 25th birthday. A member of the 1st Submarine Squadron at H.M.S. Dolphin, Gosport, she is due to pay off in late summer.

The Tip-toe remains as the sole survivor of the T-boats, with the paying-off for disposal of sister submarine Trump, just back after eight years in Australian waters.

T-boats Tabard and Taciturn

were put aside for disposal towards the end of last year.

### ONCE 40

Like Trump they were members of the now defunct 4th Submarine Squadron, based on Sydney.

With the decision by Australia to buy four Oberon-class submarines the T-boats were no longer needed "down under."

There were once more than 40 T-class submarines, built in the Second World War as patrol submarines.

Sixteen of the class were lost in action. Most of the rest survived to play an important part in the training of the modern generation of submariners.

The Israeli Navy has two former T-boats, the Leviathan and Dolphin, formerly H.M.S. Turpin and Truncheon.



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## Successful at stamps



NA (Phot) Ben Cartwright (above), of H.M.S. Daedalus, has just won the Hambrook cup, which is awarded annually by Canterbury Philatelic Society.

The trophy is awarded for the best set of nine sheets of stamps of any country, and Ben's selection was from Cape of Good Hope. His winning entry will now represent Canterbury in the Grant cup, open to all philatelic societies in Kent.

Ben, who with his wife lives at Rowner, Gosport, will retain a plaque as a permanent memento of his success.

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## Albion's Korean exercise

As well as visiting Hong Kong and Japan, the commando carrier H.M.S. Albion took part in the amphibious exercise Foam Lift in Korea.

For this exercise British Commandos and Korean Marines made helicopter landings near the naval base of Chinhae on the south coast.

A platoon of Marines and company of Koreans were dropped from Wessex helicopters, which took off from the Albion after a day-long cruise from Inchon port.

Korean Air Force jets provided air cover as the British and Koreans jumped into an air strip near Chinhae.

### VISIT TO JAPAN

Albion and two other ships from the Far East fleet, the destroyer Decoy and fleet replenishment ship Tarbatness, visited Seoul during their cruising exercise in the area.

On the visit to Japan the Albion was one of four ships which arrived at Kobe for a ten-day goodwill call. The other arrivals were the Decoy and the frigates Lincoln and Danae.

Two other ships visiting Japan separately were the frigate Leander and destroyer Dainty.

When the Albion called at Hong Kong she gave a party to 270 families and children of enlisted Chinese ratings.



# Scarborough in the 'underworld'

The diving team from H.M.S. Scarborough has surveyed an underground lake in the fascinating world of stalactites and stalagmites in the Rock of Gibraltar.

In 1945 the Army discovered a system of galleries and caves leading into the Rock—just below the famous St Michael caves and 500 feet from the top of the Rock.

Since then, although the caves had been thoroughly explored by enthusiastic potholers, the large underground lake, well inside the Rock, had never been surveyed.

This was mainly due to the difficult traverse to reach the lake, a factor which had also made it unsuitable to open to the general public, despite the profusion of remarkable rock formations.

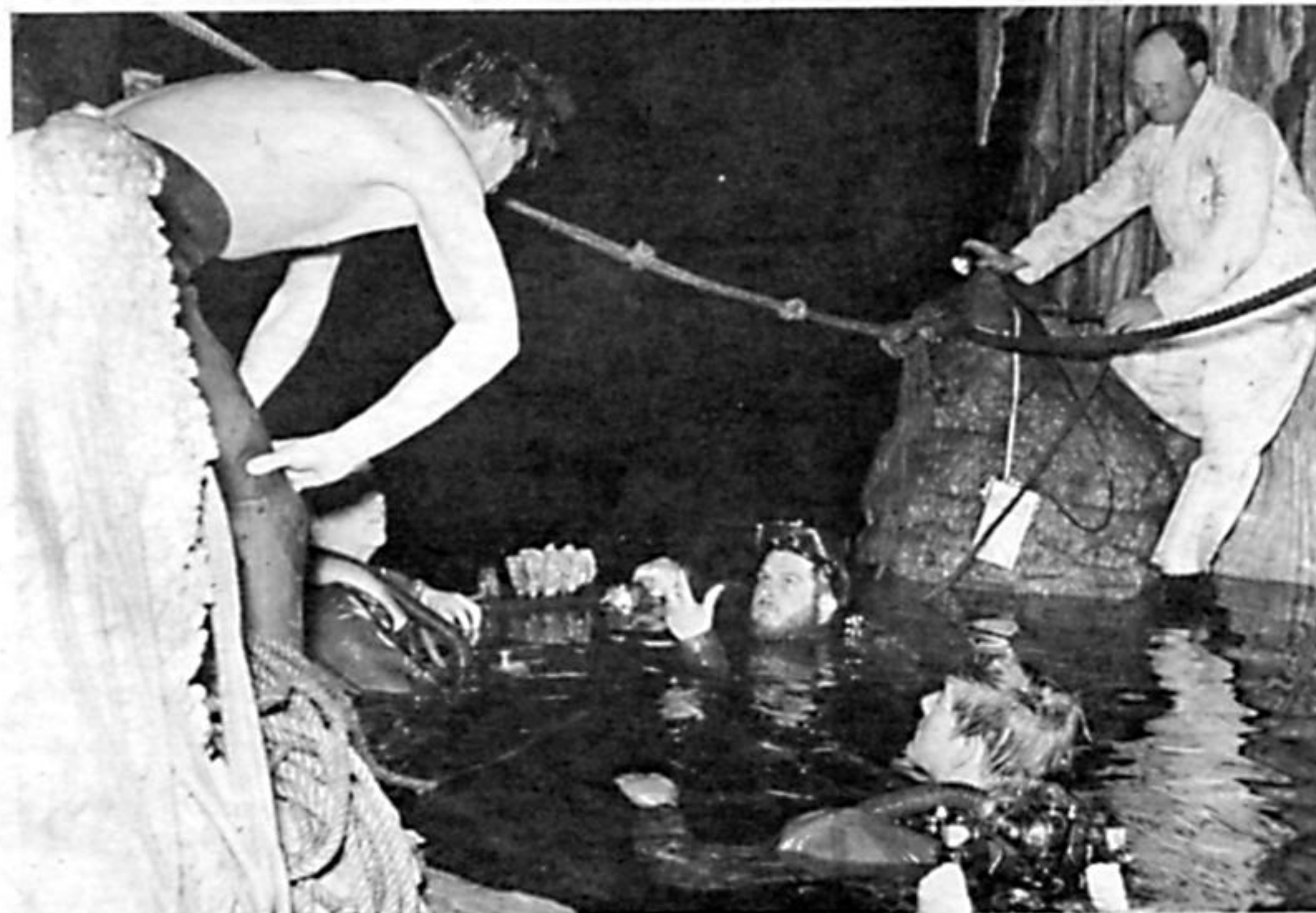
## 40-FOOT DROPS

To reach the lake, the equipment and team had to be lowered down cracks, down 20 to 40-foot drops into caves and through galleries which in parts were only two feet high.

The team and support party eventually reached the lake and rested to recover strength before starting the survey.

This was carried out, and although nothing startling was discovered, the Army now know the extent and formation of the floor of the lake.

One or two underwater galleries were discovered, but because of their size it was not possible for the divers to penetrate very far. It is likely, however, that these lead to other potholes and caves, and the Rock undoubtedly still holds many undiscovered secrets.



The diving team explain their findings to the Army guide, with Cdr. Howard looking on.

Maybe the Gibraltarians will discover that their ingenious and expensive methods of collecting water are unnecessary, and that they are sitting on thousands of gallons.

The Scarborough's diving

team consisted of Lieut. Douglas Rhodes, LRO Cosgrove, AB Moss, and M(E) Dance. The chief Sherpa was Cdr. V. M. Howard, commanding officer of the ship.

A photographic record of the expedition was taken by Sub-Lieut. Peacock from the Scarborough, and NA(Phot) Oliver of the photographic section, H.M.S. Drake.

## GRAND THRASH AT DUNKIRK

Highlight of H.M.S. Scarborough's recent visit to a snow-clad Dunkirk was a traditional carnival ball—the locals' annual grand thrash in the covered market.

Dressed in costumes of their ancestor Corsairs, who plagued the English in past days, the citizens soon warmed up with wild dances and the usual Gallic gaiety.

A large number of the Scarborough's ship's company went along. Those with rugby experience soon got the hang of the dances, and the "evening" went on until the small hours.

The Corsairs were delighted with Les Anglais, and the whole affair was a dazzling and diplomatic success.

## PRESS TRIBUTE

The following day a full-page spread was devoted to the subject in the regional daily newspaper, the article including the following tribute: "It would seem that Corsairs of the past were not so keen on the English, and that even now, there are certain difficulties in Anglo-French relations."

"There was no sign of these on Saturday night, and we would do well to go on organizing masked balls like this, without letting historians and diplomats know about it."

## Engineering award to chief

The Society of Licensed Aircraft Engineers and Technologists has named a Royal

Navy chief petty officer as winner of their J.L.P. Brodie memorial award for 1968.

He is CPO B. E. Chubb, of H.M.S. Daedalus, Lee-on-Solent, who is regarded as the most meritorious candidate in the society's 1968 examinations. He now enters the society as an associate member.

The award was established in 1959 as a memorial to the late Mr. J. L. P. Brodie, of the De Havilland Co. Ltd., and has been awarded to many engineers who have now progressed to eminent positions in the aircraft industry.

## EXAM. SUCCESSES

Royal Navy personnel wishing to obtain a civilian qualification in their trade or profession were among those who entered the society's corporate membership examinations last November.

In addition to CPO Chubb, the following Royal Navy personnel obtained full examination passes (groups 1 and 2): CPO D. G. Horton and CPO C. G. Green, both of H.M.S. Condor, Arbroath, and CPO C. B. Norris, of H.M.S. Heron, Yeovil-ton.

## NO! NOT THIS ONE



"Les Anglais" from the Scarborough among the lively throng at Dunkirk's "Corsair" ball.

## BRITISH SEAMEN'S BOYS' HOME

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Age of Property .....	Mortgage required .....
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## FAMILY'S LONG SERVICE TO THE NAVY

# Ex-Wren is branch president

The Northfield (Birmingham) branch appears to have established a precedent, for at the annual meeting an ex-Wren was elected president.

The new president is Mrs. Margaret Scott, who joined the W.R.N.S. early in 1940 as an officers' steward in the naval barracks at Devonport.

She was then Miss Margaret McJannet.

During her time in the W.R.N.S. she served at Admi-



Branch president Mrs. Margaret Scott, photographed in her Wren days during the war.

At the annual dinner of the Federation, to be held later this year, Rear-Admiral B. C. G. Place, V.C., will be principal guest.

The Lord Mayor, who was in the Royal Marines in the First World War and an R.N.V.R. officer in the Second, will represent the city.

## 12th birthday

When Newton Abbot branch held its 12th birthday dinner and dance at Babbacombe, 115 members and friends were present.

A number were prevented by illness from attending, including the guest of honour, Shipmate Hutchinson, of Torquay, the Rev. P. Longridge, and Capt. and Mrs. E. Fenton.

Toasts and responses were given by Shipmates W. J. Lan-



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## In at the start of R.N.B.T.

When the Royal Naval Benevolent Trust was formed in 1922 SPO John R. Ward was one of the first ordinary members of the Portsmouth Local Committee, and his name is permanently recorded in the Charter of Incorporation.

Mr. Ward, who died on April 11, 1969, after a long illness, served in the Navy from August 1913, until invalided in December, 1928. At the outbreak of the Second World War he volunteered and re-entered in April, 1940, being released in September, 1945.

## LOWER DECK

Throughout his naval career Mr. Ward took a keen interest in lower deck welfare, and the interest kindled in his younger days increased in later years.

Secretary of Portsmouth branch of the Royal Naval Association for a number of years, Mr. Ward offered his services to Portsmouth Local Committee of the R.N.B.T. on retiring in 1961, remaining a member until May, 1967, when illness forced him to resign.

## Annual rally

No. 2 Area (Kent and Surrey) is holding its annual rally in H.M.S. Pembroke (Chatham barracks) in June.

Shipmates of other areas are invited and the Area Secretary, Shipmate G. Milham, of 36, Darnley Road, Strood, Kent, will be pleased to provide particulars.

# Now a double post puzzle

The mystery of the anonymous stamp donor deepens. For now, instead of one welfare organization receiving puzzling gifts of stamps by post, there are at least two.

As first reported in Navy News, Mr. Eric Ross, local secretary of the Royal Naval Benevolent Trust at Portsmouth, received in his mailbag nearly every day an envelope containing unused postage stamps.

After the Navy News story, and the national Press publicity which followed, Mr. Ross learned that the Hampshire Deaf and Dumb Association at Winchester were receiving similar "donations." And the pattern of posting corresponded; for instance, envelopes for each organization were posted from Petersfield, Southampton and Guernsey on the same three days.

## 1,200 stamps

Since early December Mr. Ross has received more than 1,200 stamps worth about £6, and recently they have been arriving in envelopes bearing Guernsey-Alderney postmarks.

Value of the stamps usually ranges between 8 1/2d. and 1s. 2 1/2d.

The publicity has brought letters to Mr. Ross from several parts of the country, including Bristol and Walsall, making offers for the stamps, which are both Channel Island and British issue.

A letter from Nottingham says, "Do not ignore the widow's mite — it just grows and grows."

Mr. Ross, whose organization at Portsmouth disburses nearly £1,000 a week in benevolent assistance, replies that he is using the stamps for postage — and so helping his postal account.

Now, to give the story a final twist, someone has sent him anonymously from Norwich a 1d. and a Green Shield stamp.

## Finances improve

For the first time for ten years, the accounts of the Royal Naval Association show an excess of income over expenditure.

For a number of years the accounts have shown a loss, but it is hoped that last year's reversal of affairs will continue.

## 1971 cruise?

A party from Aylesbury branch recently visited Southampton to inspect the s.s. Nevasa, the educational cruiser which, it has been suggested, could be chartered by the Association for a cruise in 1971.

It is understood that a small committee has been formed at national headquarters to consider the feasibility of such a scheme, the passenger list being opened to branches all over the country.

rality House, Mount Wise, and R.N. air station, Yeovilton.

Rated PO Wren in 1942 and married the same year, she left the Service in 1944 when expecting a child.

Mrs. Scott's great-grandfather, grandfather and father were all long service naval men, her father serving from 1916 to 1938. He: sister was a "Maren" — a Wren with the Royal Marines.

The three Birmingham branches of the association, together with the Association of Wrens and the Submarine Old Comrades' Association, belong to the Federation of Birmingham Ex-Service Associations — there are 56 in the city.

# 'TRAMPS DANCE' RIOT OF FUN

The chairman of Dartford branch, Shipmate Ron Hutt, spoke with justifiable pride at the annual meeting of the branch's achievements over the past year.

Although a comparatively small branch (51 members, seven of whom had enrolled in 1968), it had been active in many ways.

The residents of the local old folk's home, High Beeches, had been entertained on many occasions by members, and the old folk's party for about 50 old or lonely people of the area had been a great success.

Of the recent social events the "Tramps Dance," which members and friends attended in the

## Nostalgic visit in S. Africa

In "The Bosun's Call," the monthly newsletter of the Durban, Port Natal, branch of the Royal Naval Association, Geoff Wingrove writes:—

"While in the Cape I took the opportunity to visit Simonstown, mainly for nostalgic reasons.

"I took the train and there was a sprinkling of matelots aboard, both Royal Navy and South African Navy. That was a link with the past: the train hasn't altered much and, surprisingly to say, neither had the matelots.

"Simonstown is a town I love to visit. It is the one place in South Africa where you get the feel of the Navy. Apart from the fact that the main road has been greatly improved, there is little change in the town. The 'Lord Nelson' is still there, Admiralty House, and the church.

"Things are somewhat different when you look over the dockyard wall, but it is still a typical naval port.

"I went and had a look at the naval cemetery to see if anything is being done to restore it to what it should be. The bottom and near the road is greatly improved, but there is still much to be done.

"You will recall that this subject was raised in 'The Bosun's Call' 18 months ago (Navy News, March, 1968), when I reported on the terrible state of what, in my opinion, should be a naval sanctuary.

## Calling Old Ships

Shipmate E. Smith, social secretary of the West Ham branch, home address 7, Cavenham Gardens, Ilford, would like to hear from any reader who served in "L" class destroyers during the Second World War.

Telegraphist Air Gunners' Association — all ex-naval T.A.G.s — annual memorial service, Lee-on-Solent, Sunday, June 1. Details: secretary, Mr. N. H. Hemming, 108, Lincoln Avenue, Twickenham.

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# R.M. flyer makes history

THE 'NEWS' DIARY



Capt. Michael Reece

## In memory of 'uncle'

At a ceremony at H.M.S. Tamar, Hong Kong, Admiral Sir Frank Twiss, Chief of Naval Personnel and Second Sea Lord, unveiled a plaque in memory of the late Jack MacGregor, known to generations of Royal Navy officers who served in the Far East, and their families, as "Uncle Jack MacGregor."

The Royal Navy took Mr. MacGregor to their hearts and many officers who returned to Hong Kong visited his house at Shek O, or were entertained by him at the Happy Valley race course.

Royal Navy ships used to acknowledge the salute of the MacGregor flag — punctiliously dipped at the flagstaff at Shek O — as they sailed by.

## TERRY HAS NAVY TIES

All being well, Wren Terry Kelly (right), a fully-qualified stenographer on the staff of the Flag Officer Naval Air Command, goes to Greenwich in September to become a Wren officer.

Terry, who is fully conversant in commercial French and Spanish, did most of her schooling in the West Indies, but her last year was spent at Bromley.

Her family has strong ties with the Royal Navy.

For the first time in the history of the Royal Navy, a Royal Marine officer has taken command of a Fleet Air Arm helicopter squadron.

He is Capt. Michael Reece, who has been appointed commanding officer of 848 Naval Air Squadron, which operates Wessex helicopters from the Singapore-based commando ship H.M.S. Albion.

Capt. Reece, who joined the Marines 13 years ago, was also in the Far East from 1964-65, when he flew helicopters in support of security forces operating against terrorists in the East Malaysian jungles during confrontation with Indonesia.

He is married, and his wife and their two daughters are living in Singapore.

Capt. Reece and his squadron have just played a major part in Exercise Crowning Glory, which took place in N.W. Malaysia.

In the exercise he operated against his Royal Marine colleagues, because the "enemy" were from 42 Commando, Royal Marines, normally based in Singapore with 3 Commando Brigade, Royal Marines.



The ceremony of the bone: Lieut.-Cdr. Hartwell (right) hands the "trophy" to Lieut.-Cdr. Foster.

## RAISING THE WIND (of wrath) at sea

The sound of the bagpipes — to some an inspiration, to others a melancholy dirge — is not something which exactly springs to mind when one thinks of the Royal Navy.

Yet there is a dedicated following of the pipes in the Navy, centred on the Royal Naval Pipers' Society, which has as its patron Prince Philip.

As the society says: "The problems of an individual piper in a small ship are great — opposition is generally expressed in no uncertain terms when one wishes to practise on a make-and-mend at sea!"

One of the society's objects is to enable members to keep in touch with one another with a view to pursuing their interest to the best advantage.

It also aims to provide an organization for the care and maintenance of sets of bagpipes presented to the Navy and to distribute them.

### COMPETITIONS

Each year the society holds competitions, and this year's event has just taken place at H.M.S. Claverhouse, Edinburgh.

Winner of the individual piping competition for the second year in succession was Lieut.-Cdr. R. J. Dobney, of H.M.S. Collingwood.

While serving in H.M.S. Malcolm and H. M. S. Wakeful, Lieut.-Cdr. Dobney ceremonially piped them in and out of harbour at ports in Norway, Denmark, Sweden and Newfoundland.

Other first award winners in the competitions were:

Solo piping, second grade, Sea Cadet John Main (Trinity Unit); quartette piping, H.M.S. Fulmar; solo drumming, first grade, LA M. Ramsay (H.M.S. Fulmar);

solo drumming, second grade, LA Atkinson (H.M.S. Fulmar); drum corps, H.M.S. Caledonia; bands, H.M.S. Fulmar.



A study in concentration at the R.N. Pipers' Society annual contest.

## NEDDY'S LIFT TO SAFETY

All sorts of rescue jobs are carried out by helicopters, but something right out of the run of things came the way of the crew of a Wessex 5 "chopper" from R.N. air station, Culdrose.

They were called to rescue a horse from the shores of Argal lake, near Penryn, Falmouth. The animal had stumbled down a steep, slippery bank and could not get back up.

Local firemen tried unsuccessfully to rescue the horse before the R.S.P.C.A. asked Culdrose for help.

After being rendered unconscious, the horse was handled into a nylon cargo net. The helicopter then hooked on, carried it to the top of the slope and gently lowered it to the ground.

The helicopter crew was Lieut. P. J. Clark (pilot), A. Mech'n J. P. Rolls, and POA E. Rimmer.

## Bone trophy hand-over

Television cameras whirled as the "solemn" ceremony of handing over a bone from the front part of a cow was enacted at R.N. air station, Culdrose.

The occasion was the departure of Lieut.-Cdr. Barry Hartwell, commanding officer of 707 Naval Air Commando Squadron, who handed the squadron over to Lieut.-Cdr. Neil Foster.

The bone, the instrument of hand-over, normally rests in the squadron trophy case, inscribed "Boot Neck's pack lunch."

All 12 of the squadron helicopters took part in the farewell fly-past, which was led by Lieut.-Cdr. Hartwell, who takes up an appointment in the Naval Air Warfare Division of MOD (Navy).

Lieut.-Cdr. Foster was until recently senior pilot of 845 Squadron.

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# Lesson of sea battles

"The chase, the melee, the stratagem, the surprise, the combination, the assault, these are a few of the innumerable aspects of maritime warfare, and if any lesson may be drawn from a series of great actions, from Lepanto to Leyte Gulf, it is that the day does not necessarily go to the stronger nor even to the better equipped, and that the admiral who inspires as well as commands, the man who refuses to let his resolution weaken in adversity, above all the man who makes shrewd use of his intelligence, may pluck advantage from loss, even from near-disaster, and may turn that advantage into triumph."

These are the words of that noted naval historian, Oliver Warner, in his introduction to "Great Sea Battles" (Paul Hamlyn Books, 55s.), wherein he recounts the strategy and tactics, the freaks of wind and weather, which decided 26 famous battles from Lepanto and the Armada to Trafalgar, Jutland and Midway.

Besides describing the various battles, Mr. Warner assesses the historical importance of each, and the political repercussions in the countries involved.

"Great Sea Battles," originally published at 6s., but now reprinted at 55s., is a magnificent production, containing 48 pages of full-colour illustrations

and 350 black and white pictures.

From the superbly coloured jacket right through the book to the last pages, which illustrate the gradual change of design in the warships of the nations, the volume can truly be described as a work of art.

## An old problem

To keep large numbers of fighting ships fully stored and operational on all the seas of the world has been a problem down the ages. Initially, as various voyages of exploration were undertaken, storeships accompanied the expeditions.

The difficulties and complexi-

ties grew as the years went by, but for 400 years the Royal Navy made do with obsolete warships converted, or merchantmen acquired, as the need arose for special operation or expedition.

In a first class work of research, Captain E. E. Sigwart, who served for 36 years in the Royal Fleet Auxiliary Service, has produced a volume — **Royal Fleet Auxiliary** (Adlard Coles, Ltd., 75s.) — which traces its ancestry and affiliations.

## FINE PLATES

The author deals in detail with the histories of the Naval Store, the Armament Supply and the Victualling departments.

## SHREWD INTELLIGENCE PLAYS VITAL ROLE

In a book which will appeal to all ship-lovers and naval historians, and be of particular interest to those who have served in either the R.F.A. itself or the Royal Navy, the author lists the Admiralty storeships, etc., up to 1900, and gives full details of the Royal Fleet Auxiliaries from 1900 to the present day.

There is also a fine plate section containing 140 excellent illustrations, mostly ships of this century.

## The slavers

When Parliament passed the Bill to abolish the trade in slaves in 1807, William Wilberforce and the anti-slavery movement, who had worked so hard for 19 years

to achieve this, could not have realized that there would be 60 years of incessant patrolling and fighting by the Navy before the Atlantic slave trade was finally abolished.

W. E. F. Ward in "The Royal Navy and the Slavers" (George Allen and Unwin, Ltd., 40s.) concentrates on West Africa and the effort to eradicate the "black" traffic.

With over 2,000 miles of coastline to patrol, the job was immense. The men in the small wooden ships suffered terribly from the heat and squalid conditions in which they lived, but it was the immensity of the task which made it take so long.

Even in 1816 it was estimated that some 60,000 slaves were still being shipped from the area every year.

## GALLANTRY

Mr. Ward describes the work of the Navy with admirable clearness, often using the officers' own words "as they sat in the cabins of their sloops and brigs and penned their reports on each day's operations."

It is a story of gallantry, stubbornness and initiative which is all too little known, and of which we may be justly proud. The book is pleasantly illustrated, with a glossary of nautical terms to help the uninitiated. There is also a chronological history of the 70 or so years of the campaign to do away with a little of man's inhumanity to man.

## Nelson's love

The Lord Nelson-Lady Hamilton relationship, an aspect of the great admiral known equally as well as his famous sea battles, is fully explored by Jack Russell in **Nelson and the Hamiltons** (Anthony Blond Ltd., 42s.).

Mr. Russell has studied thousands of unpublished letters, contemporary journals and private papers to reproduce the air of adulation, mingled with intrigue, breathed by that extraordinary trio Nelson and Sir William and Lady Hamilton.

He expertly musters the passionate letters and all the other evidence to bring to life the characters who were at the centre of an affair which was, from Nelson's victory at the Nile until Sir William's death, the wonder and scandal of Europe. Indeed, there are so many Nelson letters one sometimes wonders how he found time to wage war.

## NEW ON THE BOOKSHELF

Some shrewd judgments on the three emerge.

There is Nelson's "lode-star" magnetism as a hero to Emma, who in their early association in Italy sees herself controlling the movements of armies and navies, hand in hand with Nelson — a sort of "oceanic Boadicea, and rehearsing her next role of Britannia."

A woman's judgment of her is not so flattering: "She is indeed a Whapper! and I think her manner nerf."

## HIS "TRADE MARK"

Intriguing facets of Nelson's character are brought out. Stars and medals fascinated him as if he wanted to have his victories about him "not from any lack of self-confidence but as a sort of trade mark."

What is made abundantly clear is Nelson's assumption that his relationship with Emma was beyond reproach. "If she was his wife Nelson could not have written more devoutly of her. But then, as far as he was concerned she was his wife."

This curious relationship is set against a background of the history and wars of the times and the book reveals in considerable depth the workings of the "tria juncta uno" — and the innermost feelings of Britain's great sea hero.

## Know the enemy

One of the most important aspects of war is to know the enemy, both in the air and at sea, and the ability to recognize quickly the various types of aircraft and ships. To be able to say "That's one of ours," or not, can make the difference between life and death.

Recognition is a hard subject to learn and to teach, but one who is a past master of the art where ships are concerned is that well-known authority Lieut. Cdr. E. C. Talbot-Booth, R.N.R.

In "Ship Identification" (Ian Alan, Shepperton, £5 5s.), Lieut. Cdr. Talbot-Booth has, after two years of work, produced a mammoth volume containing the silhouettes of over 4,000 merchant ships.

Each silhouette has a description, using the official ship identification system developed for the Admiralty by the compiler.

Giving comprehensive and concise information on the nearly 10,000 vessels of the world's merchant fleets, enabling their identification on first sighting, the book is invaluable to all interested in merchant ships and their recognition.



This is Ray Towell. Aged 46. He's married with three children; Kathleen 21, Gordon 16 and Susan 7, and has his own house at Stone in Staffordshire.

He served in the Royal Navy for 24 years. When he came out under the premature retirement scheme he was a Marine Engineer officer.

That was seven years ago. And seven years ago, Ray Towell chose Michelin out of many companies as the one offering the best opportunities for him in a civilian career.

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(This Royal Navy man did)



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## APPOINTMENTS

### Submariner as Flag Officer, Malta

A submariner, Commodore D. G. Kent, is to be promoted to rear-admiral on July 7, and is appointed Flag Officer, Malta, and NATO Commander South-East Area, Mediterranean.

Commodore C. C. H. Dunlop, who was secretary to the First Sea Lord from 1960 to 1963, is to be promoted to rear-admiral to date July 7. He is appointed Commander British Navy Staff, Washington, and U.K. National Liaison Representative to the Supreme Allied Commander Atlantic, the appointment to take effect in September.

Other appointments recently announced include—

Capt. G. W. Bridle. Collingwood in command, June 24.  
Capt. A. G. Watson. Dryad in command, August 12.  
Cdr. J. M. Webster. Salisbury July 6 and in command on commissioning for trials and service.

Cdr. J. G. Wemyss. Lochinvar as Commander Fishery Protection Squadron, October 24.

Cdr. K. H. G. Willis. Collingwood as training commander, September 12.

Cdr. A. R. Burden. Dido in command, September 16.

Cdr. D. J. S. Wright. Eastbourne in command, August 1.

Lieut.-Cdr. F. E. R. Phillips. Ulster in command, July 8.

Lieut.-Cdr. D. F. Watts. Abdiel in command, July 29 and as Senior Officer, 1st M.C.M. Squadron.

Lieut.-Cdr. J. F. Glennie. Maxton in command, August 18 and as Senior Officer, 6th M.C.M. Squadron.

Lieut.-Cdr. G. Mitchell. Layburn, June 23 and in command.

Lieut.-Cdr. A. Portal. Flintham in command, May 23.

Lieut.-Cdr. M. Forrest. Osprey for 829 H.Q. Squadron in command, September 19.

Lieut.-Cdr. D. J. Dunbar-Dempsey. Osprey for 899 Squadron in command, August 1.

Surg. Capt. (D) D. C. Howe. Appointed an Honorary Dental Surgeon to the Queen.

When the Intelligence Officers of the three Reserve Forces shot for the Vinten Trophy at R.A.F. Bassingbourne, on April 12, the Royal Naval Reserve team won by a comfortable margin.





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## REST OF THE SPORT NEWS IN BRIEF

### NATO Cup to discuss champion

For the most meritorious performance in inter-service sport in 1968, 17-stone Sergt. John Watts, R.M., holder of the national discus record, has been awarded the NATO cup, others in the final selection being Mne. B. Shepherd, the Navy swimmer and water polo player, and the Navy cyclists, Bosun Dinghy, and Saddle Club teams. Sergt. Watts's latest feat (awaiting ratification) is the setting up of a new Navy shot putt record of 54ft. 9in.

An angling club with both sea and coarse fishing sections has been formed at the Infantry Training Centre, Royal Marines, at Lympstone, and has entered for the Dartmouth three-day festival on May 24 to 26.

In an exciting final against H.M.S. Ark Royal, the "A" team of H.M.S. Penelope won by six goals to five. At full time the score was four-all. The "giant killers," as the team now call themselves, won the Commodore's Cup — awarded to the winners of matches played between H.M.S. Drake and accommodated ships.

### FIXTURES

MAY

14 — Athletics: R.N. v. Cardiff Tc v. St Lukes College, Cardiff. Cricket: R.N. v. London University, Mottspur Park. Golf: R.N.G.S. v. R.Eng. G.S., North Hants G.C.  
17-18 — Cricket: R.N. v. Incogniti, U.S. Portsmouth.  
17 — Cricket: R.N.C.C. v. Worcester College, Oxford.  
18 — Cycling: R.N. 50 mile Time Trial, Emsworth.  
19-20 — Sailing: Inter-Command dinghy race, Faslane.  
21 — Athletics: R.N. v. London A.C., Crystal Palace.  
24 — Golf: R.N.G.S. v. Inner Temple G.S., Hankley Common.  
24 — Sailing: R.N.S.A. Yacht Rally, Dartmouth.  
28 — Athletics: R.N. v. Civil Service, Chiswick.  
29 — Golf: R.N. v. Civil Service, Temple G.C., Hurler.  
31 — Judo: Inter-Service championships, Aldershot. Cricket: R.N.C.C. v. King's School, Canterbury. Golf: R.N.G.S. v. Huntercombe G.C., Huntercombe. Tennis: R.N. trials, R.N.C., Greenwich.  
31-June — Shooting: R.M. Spring meeting, Exmouth.

The Navy welterweight, 18-year-old Sammy Cleaver, serving in H.M.S. Excellent, was selected as the number two to represent Wales in Holland on April 26.

Plymouth Command's four-ball Stableford golf meeting at the Tavistock Golf Club was won by Lieut.-Cdr. J. Venables

(21) of H.M.S. Tyne and Lieut. J. Hore (24) of H.M.S. Tiger.

Runners-up were Lieut. J. Morris (18) and Mr. N. Veale (14) of H.M.S. Fisgard.

The Plymouth Command Golfing Society beat M.O.D. (Navy), Bath, by six-and-a-half matches to one-and-a-half, while the "B" team beat Okehampton by three matches to two.

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NAVY NEWS MAY 1969

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## 24-hour race

Service and civilian clubs affiliated to the National Firefly Association have been invited to enter a 24-hour race on June 28/29 at the Welsh Harp, London. Details: Squadron-Ldr. R. S. Hutchinson, R.A.F., Room 131, Old War Office Building, Whitehall, S.W.1.

## The Flying Wren

PO Wren Deirdre Watkinson, competing for the Portsmouth Atalanta Athletic Club at the Cophall Stadium, Hendon, on April 12, won the 100 metres hurdles easily in a time of 18.1sec. The "Flying Wren" was third in the shot event with a throw of 9.76 metres.

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## In memoriam

Douglas Henderson. AB. P/064586. H.M.S. Maxton. December 27.

Malcolm J. Dinning. RO2. P/083134. H.M.S. Brereton. February 21.

Philip Brady. JOEM(A). L/107123. H.M.S. Seahawk. March 14.

Michael J. Leighton. OEM1. P/097291. H.M.S. London. March 14.

Steven E. Coppard. OS. P/098551. H.M.S. Victory. March 28.

Capt. Trevor V. R. Wilson. DG (Ships) Dept. April 4.

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# THEY GIVE THE 'GEN'

After their recent return from the Far East, the Second Sea Lord's Personnel Liaison Team have just started their tour of Plymouth Command, where they plan to visit every ship and establishment.

So it's a case there of being ready to hear the latest news and of having questions ready, including those of junior ratings.

In the Far East, Lieut.-Cdr. P. J. Morton and CPO E. Urry went to Mombasa and on Beira Patrol; to Mauritius and Simonstown; then to the Persian Gulf, Singapore and Hongkong.

During this tour they had formal discussions with nearly 500 officers and 1,200 chief petty officers, and met many others in their messes.

## MAIN JOB

The team's main job is to bring ratings in the Fleet up to date on their service conditions, covering such subjects as pay and allowances; manpower and advancement; leave and clothing; drafting, pensions and commutation of pensions; living accommodation both afloat and ashore, and resettlement.

Their audiences are mainly

## PAYMENT OF PENSIONS BY CHEQUE?

The main questions on pensions were "When may Service pensions be paid by cheque?" and "When is the amount that a rating may commute of his pension going to be increased?"

These subjects are currently being worked on.

chief petty officers and petty officers, but they also talk to officers and some leading ratings.

They encourage discussion and constructive criticism, take notes of the general feelings of the audiences and, after the tour, write a report for Admiral Sir Frank Twiss, the Second Sea Lord.

On the Far East Station there was, naturally, a lot of comment about L.O.A., mostly due to not understanding why there are differentials between married and single men, and why there are different shore and seagoing rates.

Basically L.O.A. is to cover the essential extra costs, as compared with U.K., of maintaining a reasonable standard of living while abroad.

In assessing L.O.A., two budgets are prepared, one based on U.K. prices, the other based on the prices in the overseas area where variations are allowed for local conditions and climate — i.e., different clothing, drinks, etc.

The difference between the two budgets is the foundation of L.O.A. for that area.

## SAME ENTITLEMENT

Married accompanied men have the same basic entitlement



"I thought we might get a 'roasting' over pay and pensions, but this is ridiculous!"

## Pay and allowances

to L.O.A. as single men. But experience has shown that when the married unaccompanied man has sent his allotment to his wife to keep the home going in U.K., the single rate of L.O.A. is not enough for him to keep up a reasonable standard of living abroad.

The married unaccompanied man is, therefore, given an additional 4s. 9d. per day (officers 8s. 3d.) to bring his standard of

living nearly up to that of the single man.

To make it easier for accounting, this 4s. 9d. is added to the single rate of L.O.A.

Many people remark that Disturbance Allowance has remained the same for 10 years, even though expenses have increased during that time, particularly for those going foreign. The Ministry of Defence is currently studying this point.

## '40 TOO YOUNG TO LEAVE SERVICE'

Many senior ratings ask about advancement and recruiting, and whether the Navy's lengths of engagements are what they should be. They are interested to hear about the Naval Manpower Future Policy Division, which is looking ahead and working out the answers to the manpower problems anticipated during the next decade.

Some ratings suggested that

## regulators and medical branches.

Another suggestion is to do away with rosters and have Fleet selection boards for advancement. These suggestions would, of course, result in the better ratings only becoming chiefs, while others might never achieve that rate.

WARRANT OFFICER? Many chiefs wanted to know when the Navy intends to introduce a warrant officer rank, and ask why an authoritative statement cannot be made.

Fleet Air Arm ratings ask if they may now be given more details about the future of the Fleet Air Arm, squadrons, air stations, etc., now that more is known about the run-down, and so that they may plan their careers and homes for the future.

## Services 'salary' interest

The Prices and Incomes Board's report on Service pay, promised for the end of May, is eagerly awaited.

There is much interest in the military salary idea referred to in Mr. Healey's speech in Parliament in February, and what this will mean to the serving officer and rating.

The Armed Forces of Canada, as well as America, are already paid on a military salary basis.

## HELPING THE HANDICAPPED

"I just don't know what we would do without the help of the Collingwood boys," said the chairman of the Residents' Welfare Association of the Le Court Cheshire Home, near Greatham. Many tasks for the handicapped at the home are undertaken by apprentices of H.M.S. Collingwood's Fisher section, who spend one night a week generally helping the Le Court residents.

Various young seamen have been undertaking this selfless community service for more than three years.

## IDEAS ON CLOTHING

As was expected in the Far East, there was a lot of criticism of No. 6 uniform.

There were many suggestions for an alternative as the Navy's ceremonial dress, ranging from khaki to No. 6's with collar and tie, to bush jackets. But the team felt that there was little likelihood of a change in the near future.

The introduction of the 7A and 7B uniforms to replace the No. 6 suit for shore-going is very popular, but the shirt is often criticized.

## BERETS POPULAR

Berets are becoming increasingly popular and many ratings would like them to be officially recognized as a working head-gear.

The team told the audiences about the trials that are being carried out on "drip-dry" No. 8's, black shoes, white tropical shoes and a lightweight version of the present green case.

## Improving quarters

There is always a lot of discussion about accommodation in ships. The team talks about the developments in this field and about the effort being made to improve standards. (See Navy News of February '69.)

The question is always asked, "Why is it necessary to do so much do-it-yourself in order to make accommodation pleasant?"

Many ratings would like to see a relaxation in the Married Quarters rules so that their families may move into MQ's when they are drafted to foreign unaccompanied service. They also hope for a relaxation in the six-month entitlement rule.

## DRAFT NOTICE

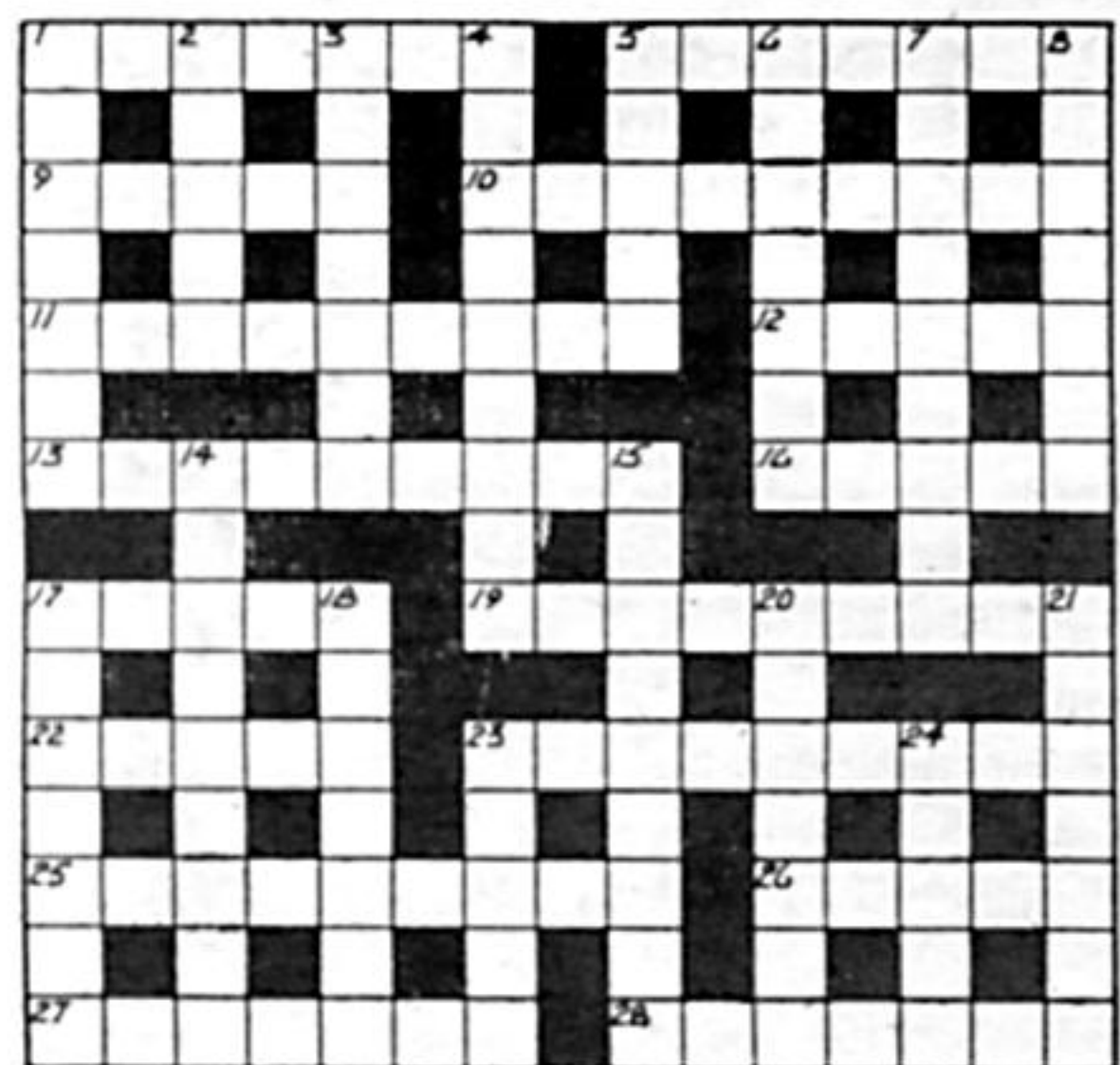
There used to be concern about insufficient notice of draft for ratings returning from an L.F.S. job. This problem should now be overcome with the introduction of the "Red Cross Drafting Preference Card" (See DCI 1474/68).

A change for submariners is their new Drafting Preference Card.

## Crossword 3

Below is the third of the new series of Navy News crosswords. Entries close on May 29 and should be addressed to Crossword No. 3, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened will receive National Savings gift tokens.

No correct solution was received to Crossword 2. This month's prize will be £20.



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## SOLUTION TO CROSSWORD 2

Across: 1, Pork chops; 6, Stubs; 9, Stonecrop; 10, Dives; 12, Tripe; 13, Sprinkler; 14, Spasm; 16, Power cuts; 19, Consented; 20, Usury; 21, Stridency; 23, Coach; 26, Waver; 27, Innocence; 28, Beast; 29, Persisted.

Down: 2, Otter; 3, Kingposts; 4, Hack; 5, Phosphorescence; 7, Think; 8, Beefeater; 11, Diver; 15, Prostrate; 17, Customers; 18, Sneer; 22, Ideas; 24, Cache; 25, Cops.



# Need is for tall, fit players — and experience

As a wind-up of the present season, the Royal Navy has little to blow about. True, in the Inter-Services tournament we managed to hold the Army to a 1-1 draw, but the R.A.F. sank us by four goals to two.

To one extent the Navy were extremely unfortunate, as this was again a year when we should have done it. Man for man, with both the Army and the R.A.F., the skills were generally equal; in fact the Navy proved themselves to be the harder running and more industrious team in the Services competition.

It was unfortunate that the Navy forwards were on the small side, and experience was lacking in some of the defence departments, both aspects contributing to the Navy's downfall, proving as ever that a good big'un is better than a good small'un, and that experience is a vital factor in Service competitions.

Congratulations are in order to the Navy players who represented the Royal Navy in Inter-Service football — Rogers (Sultan), Weston (Portland),

## SOCCKER NOTES BY BENBOW

Crawford (Dryad), Wilson (Depot R.M. Deal), Godwin (Daedalus), Wassell (41 Cdo), Insall (St Vincent), Barlow (Eastney), Malcolmson (Culdrose), Lindsey (D.P.R.O.R.M.), Pughley (Daedalus), Dixon (Yeovilton) and Milligan (Tyne).

### 'BACK-ROOM BOYS'

It should also be mentioned that many "back-room boys" helped in coaching and in looking after the team, so producing a keen, spirited squad. These were Coates (RNFA), Bickford (ITCRM), Sleep (Sultan) and Jones (Bellerophon).

Congratulations are also in order for those who have been selected to represent the Combined Services in Malta in May

— Rogers, Godwin, Malcolmson, Pughley and, of course, Coates. Others who would also have received this honour were Crawford (injured), Wilson (on a course) and Wassell (at sea).

The final fling for the Royal Navy XI was a trip to Jersey and Guernsey. Three matches were played — resulting in one win, one draw and one defeat.

The game that was lost was against the Guernsey F.A., when two Navy players were packed off to hospital and another four were limping through injury.

### ONLY NINE

At one period only nine R.N. players were on the field, and at the end only ten. All players were, however, able to return home.

While the hospitality of Guernsey was good, their forcefulness on the field of play was far from friendly.

During the season the Navy played 16 games, winning three, drawing three and losing ten.

Coaching was capably conducted, the players learning well and finding it of great value. In general, each player gradually improved throughout the season and, at the end of the season, was at a good level of skill and fitness.

A number of new Navy players were introduced into this level of football — 35 players were selected during the season — and in some cases they found the gap between the two levels too much for them.

### BEST POSSIBLE

Mistakes, obviously, were made, but I am sure that those tried, introduced and persevered with, were the best possible.

It is still necessary for the Navy player to get himself fitter, and he must play in a level of football that will extend him and teach him the finer points of the game.

While all three Southern County championship games were lost — all by a small margin — the experience gained was of infinite value, and the Navy team was congratulated on their performances, and proved themselves to be a good team.

The aim for next season must be (1) get fit, (2) taller players and (3) experience in senior football.

### Going metric

The command athletic track at H.M.S. Caledonia is in the process of being converted for use over the metric distances.

It will, in fact, be the first 400-metre track in the Royal Navy and will be fully operational for the 1969 season.

## Cricket: a stiff task

The 1969 Royal Navy cricket season culminates in the 50th match between the Army and the Navy at the U.S. ground, Portsmouth, on August 22.

Inst. Cdr. Gerry Tordoff, who will again captain the Navy side, will have no easy task, as we have not beaten the Army since 1964 (except on a cricketing technicality last year), and we last beat the R.A.F. in 1938.

Of last year's side, Lieuts. Roger Moyland-Jones, Mike Cretton, John Smith and Gavin Lane are available, as also are PO Robbie Robinson, COA Bob Healey, Mid. John Ellis and Mne. Roger Gilliatt.

The batting will depend a lot on Robinson and Moyland-Jones, who will be captaining the Combined Services this year. Ellis and Gilliatt, now in his last season with the Royal Marines, should add some solidity to the middle order.

### SPINNER NEEDED

But there is space for an opening batsman and a sound No. 6 or 7 in the side, especially if Tordoff elects to bat lower down the order.

With Roy Stevens overseas, there is room for a good spinner, either slow left arm or off spinner. The fast bowling battery

## HE'S AT THE HELM



The new Commodore of the R.N.S.A., Vice-Admiral I. L. M. McGeoch, at the helm of his own boat, Salna, on the Clyde.

## Hockey: a fast finale

In an excellent hockey match at Eastney, the Navy lost the final Inter-Service game 3-1 to the R.A.F., this year's champions. The Navy tried to counter the R.A.F. superior skills with hard, fast hockey (writes Meredith).

In the first half the Navy created three scoring chances but the R.A.F. scored first.

The Navy also had good chances in the second half, but again the R.A.F. scored. This forced the home side to put everything into attack and Cook scored a fine goal. The last R.A.F. goal came eight minutes from time.

There have been no illusions in the Navy camp this season about the ability and talent available compared with the other Services, but everyone worked hard to provide a very fit group of players.

The Navy were never able to field the same side for two consecutive games, but the team steadily improved

## SAILING SEND-OFF BRISK

(By Cdr. J. P. M. Godber, R.N.)

A vigorous start to 1969 activities has given a boost to Royal Naval Sailing Association membership, most of the newcomers being active service sailors.

The year started with the most successful Boat Show ever for the naval stand, followed by "presentations" by world yachtsman Sir Alec Rose, and Olympic gold medallist Rodney Pattisson. They drew big audiences.

As a further encouragement to dinghy sailors, the association has set aside £750 this year for loans to promising young helmsmen to enable them to buy their own boats to compete in area and national championships.

Four members have now received interest-free loans of around £200 under this scheme, which was published in D.C.I. 114/69.

### WHITSUN RALLY

The R.N.S.A. Finn dinghy has been lent to Band Cpl Moore, of Dartmouth College, and the Flying Dutchman to Sub-Lieut. R. A. S. Turner, of the Royal Naval Engineering College at Manadon.

Lieut. Rodney Pattisson, now with the Royal Marines Amphibious Training Unit at Poole, will be preparing for the Flying Dutchman championship later this year.

In the cruising keel boat class, heavy bookings have been received for the six glass-fibre

yachts, which are available for charter at less than a quarter of the normal commercial rate.

The Whitsun rally for naval and R.N.S.A. owned yachts — also open to West Country yacht clubs — will be held at Dartmouth, preceded by "feeder" races from Portsmouth and Plymouth.

### FOR FULL SERIES

On the Saturday there will be a round-the-buoys race, followed by drinks and buffet supper in the R.N. College, and on Sunday a 30-mile offshore race (inquiries to The Yacht Officer, Britannia R.N. College, Dartmouth).

The yacht Spirit of Cutty

Sark, lent to the association, has been entered for the full series of R.O.R.C. and other major races off the South Coast. Cdr. George Vallings will be skipper, with an all-R.N.S.A. crew including Lieut. Leslie Williams as navigator.

The association has also entered the new Olympic class of Solings. A new boat named Soliloquy has been bought for the Clyde branch, where she will compete among the strong field of some 15 boats in the area.

The Navy's recent sailing achievements have had an added triumph through Robin Knox Johnson, a lieutenant on the active list of the Royal Naval Reserve.

### MAY FIXTURES

19/20 Inter-command Bosun dinghy championships, Clyde.  
24/26 R.N.S.A. yacht rally, Dartmouth.

## HARRIS AND OXLEY KEEP FLAG FLYING

George Harris and Tony Oxley kept the Royal Navy flag flying by beating Graham Miles (Merthy A.B.C.) and Colin Miles (Thomastown A.B.C.) in the Amateur Boxing Association quarter-finals (Combined Services B.A. v. Wales) at the Royal Naval Barracks, Portsmouth, on April 3.

Harris, with his sights set on the A.B.A. title vacated by Billy Wells (London), who outpointed him in the semi-finals at Belle Vue last season, looked undisturbed against the Welsh police constable Graham Miles, whose indecisive tactics probably influenced the three judges.

Oxley, in comparison, looked sharp and shook the up-and-coming young Welsh prospect, Colin Miles, with his speed and combination punches.

### LOOKED UNLUCKY

Of the other two naval men in the Combined Services team, Robin Stafford, given a second chance to reach the semi-final when the C.S.B.A. champion Andy Gove (Army) withdrew for domestic reasons, appeared unlucky to have all three judges against him after three hard rounds.

In my book he certainly won the first two rounds against Gwyfor Jones.

In the lightweight division Cpl Dave Burton also lost marginally

## BOXING NOTES BY PUNCHER

to Brian Davies (Splott A.B.C.). Punching harder, the Marine corporal had difficulty overcoming the taller Welsh champion's longer reach.

In spite of landing some heavy punches in the third round, after being caught with several jolting left leads, Burton's retaliation was insufficient to impress the judges.

### KNOCK-OUTS

C.S.B.A. champions from the Army, Cpl. Peter Lloyd and Scottish international L/Cpl Bill Sutherley, knocked out the inexperienced newcomers Granville Lloyd and Richard Thomas, each in one round, and AC Andy Deans (R.A.F.), in spite of a heavy cold, boxed confidently to outpoint Michael Ryan, the Welsh champion, at light heavy.

The staging at the barracks was first class and was well supported by the local enthusiasts who were witnessing the first A.B.A. quarter-final arranged by the Royal Navy.

LS Oxley and RO2 Harris both won their A.B.A. semi-final bouts in Manchester on April 24 and go forward to the finals at Wembley on May 9.

## VACANCIES FOR EX-SERVICEMEN



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## OUR SPORTSMAN OF THE MONTH

## Boxing bug bit when only ten

"Our George" — RO George Harris — the Navy and Combined Services heavyweight boxing champion, felt the boxing bug beginning to bite at the early age of 10.

Born at High Wycombe in July, 1945, George joined the Sea Cadets when he was 12, but was unable to get regular schoolboy bouts. This is understandable for he was then 12 stone.

His weight remained a problem for a number of years, and in 1962 he was about 18 stone and, naturally, bouts were hard to come by.

In that year he joined the commando ship H.M.S. Albion, and his weight problem became the concern of CPO (PTI) Jim Coates.

While in the Far East his weight was reduced



RO2 George Harris

to 13 stone, and George's first title came his way — the Far East Station Inter-Services Boxing Association heavyweight champion.

On returning to the United Kingdom he won the Navy and the Combined Services titles. He also reached the semi-final of the Amateur Boxing Association championships.

This was the first of four appearances in the semi-finals. In 1966 he lost to R. Brogan, in 1967 to P. Boddington, and in 1968 to W. Wells — all three being the eventual heavyweight champions.

Both George and the Navy hope that the title will at last come his way.

This season George Harris has boxed for England in Denmark and also at the Albert Hall, on both occasions winning on points.

He also represented the Combined Services in Sweden just after Christmas, 1968, winning one match and losing the other.

At the last count he has had 64 contests, winning 55 of them.

His other sporting interests are rowing and Rugby. At 6ft. 3in., and 14 stone, he should be of considerable value on the rugby field, but he is not always allowed to play in case he gets injured!

## NAVY YOUTHS FOUGHT BACK

Playing against a strong, cold easterly wind the first ten minutes of the soccer match between the Royal Navy Youth Team and Dunfermline Athletic Youth at Rosyth was entirely in the Navy's half of the field, four corners being conceded before the Navy could get past the mid-way line.

The Navy survived a penalty in the 25th minute, but in the next three minutes Dunfermline scored three times, all of which must be attributed to bad goal-keeping.

The second half began with the Navy attacking strongly, and they were rewarded with a goal in the 55th minute.

Although the Navy lost by three goals to one, a one-all draw would have been a better reflection of the play.

For the Navy, McGrath, Andrew, Boston and McCue were the outstanding players.

## Women's netball

The R.N. Women's team had to take third place in the Inter-Service netball championships at the end of March, being beaten by both the Army and the Royal Air Force. Winners were the Army.

3/O M. M. James (Newcastle Careers Office), PO Wren D. A. Watkinson (H.M.S. Dauntless), and L Wren L. M. Colley (H.M.S. Excellent), were selected to attend trials for a Combined Services team.

## Triumph in U.S. race for Navy

Against international opposition, in what is regarded as the world championship, the Royal Naval Athletic Club team came second in the Boston Marathon — only three points behind the winners.

Out of 1,152 runners there were 36 teams (first three of each team to count), the Navy contingent being: 9th, RS R. S. Hampton, 2hr 23min 46sec; 16th, CRE J. Clare, 2hr 29min 16sec; 21st, PO Danny McFadzean, 2hr 30min 54sec.

The individual winner was a Japanese runner.

Last year the Navy Athletic Club's only entrant was PO McFadzean, who on that occasion managed ninth place.

## Mercury shots

For the first time in its history, the Chevron Shield (first awarded in 1908) has been won by a naval establishment.

Twenty-two marksmen of H.M.S. Mercury Small Bore Rifle Club qualified under National Small Bore Rifle Association rules to gain the winning points total this year.

## SPORTING ROUND-UP

This success follows another notable achievement by marksmen from H.M.S. Mercury, the R.N. Signal School, near Petersfield.

CPO "Barney" Luff and RS "Slinger" Wood won the Southampton Festival Trophy—a .22 tile knock-out competition, from a field of 82 teams.

The Army won the 1969 basketball championships, thus retaining the Deafness Cup for another year. They beat the Royal Navy 61—39 and the Royal Air Force 75—57. The R.A.F. beat the Navy 73—54.

The Navy team consisted of Lieut. D. C. Wright, R.C.N. (Thunderer); Lieut. N. J. Spurling (Collingwood); Inst. Lieut. R. B. Johnson (Collingwood); Sgt. J. Claydon (Depot R.M.); CPO E. Randall (Scylla); LM(E) P. S. Cornwall (Hermione); LREM R. Knapman (Collingwood); Mech App D. Hart (Collingwood); M(E) A. Llewellyn (Llandaff); and REM(A) J. Anderson (Seahawk).

Inst. Lieut. Johnson competed as a member of the Combined Services team in the match against the Amateur Basketball Association. The Services lost 47—69.

Malta champions

For the first time since 1951, the Royal Navy are the Inter-Service soccer champions of Malta, having beaten the Army 2—0, drawing with the R.A.F. 2—2, the Army beating the R.A.F. 3—2.

Gold for chief

CPO Harold Cullum, of H.M.S. Daedalus, won a gold medal for Britain in the free pistol shooting event in the South African Games, at Bloemfontein in March.

A former British free pistol shooting champion, who also represented Britain in the Tokyo Olympics in 1964, CPO Cullum scored 537 points out of a possible 600, setting up a new South African record.

He was a member of the six-man British team which won the free pistol shooting team prize.

## SPORTS HIGHLIGHTS NORTH OF BORDER

Although the highlight of the 1968/69 sporting season North of the Border was, undoubtedly, the winning of the Navy soccer cup by H.M.S. Lochinvar, the whole season has been most successful.

In addition to the Navy Cup H.M.S. Lochinvar won two other trophies — the Granton Cup for winning the Scotland and Northern Ireland command competition and the Combined Services (Scotland) League Shield.

Lochinvar's soccer record is worthy of note. In league matches they played 18, lost one, drew four and won 13. They played and won ten cup matches, and won 10 friendlies. Goals scored was 187; goals against 54. EM Quinn scored 34 goals, EM Moffatt, 32 and REM Inglis, 20.



In the first game played versus the R.A.F., the Navy led by two goals, both scored by LM (E) Aquilina, the R.A.F. pulled one back and then, in the last few minutes, the Navy conceded an own goal.

The Army game was more one-sided than the score suggests, goals being scored by M(E) Bugeja and AB Bunyan.

Lieut.-Cdr. John Parry, of the Fleet Clearance Diving Team, captained the Royal Navy throughout, and received the trophy on behalf of the Navy.

## Penalty goals beat the Navy

## RUGBY NOTES BY NIMROD

The Royal Navy lost their match with the Royal Air Force by five points to nine, Peter Larter kicking three penalty goals and thus presenting the Navy with the wooden spoon.

In last month's article the point was stressed that the Navy side has lost game after game this season because of conceding penalty goals unnecessarily, and it is to be hoped that the lesson will one day be learnt.

The season was concluded by a most enjoyable two-day tour, including games against Hartlepool Rovers and Gosforth.

This tour gave an opportunity to play some young and up-and-coming players in the side, and there is undoubtedly talent available for the future in play-

ers such as Phillips, Ackerman, and Alan Jones.

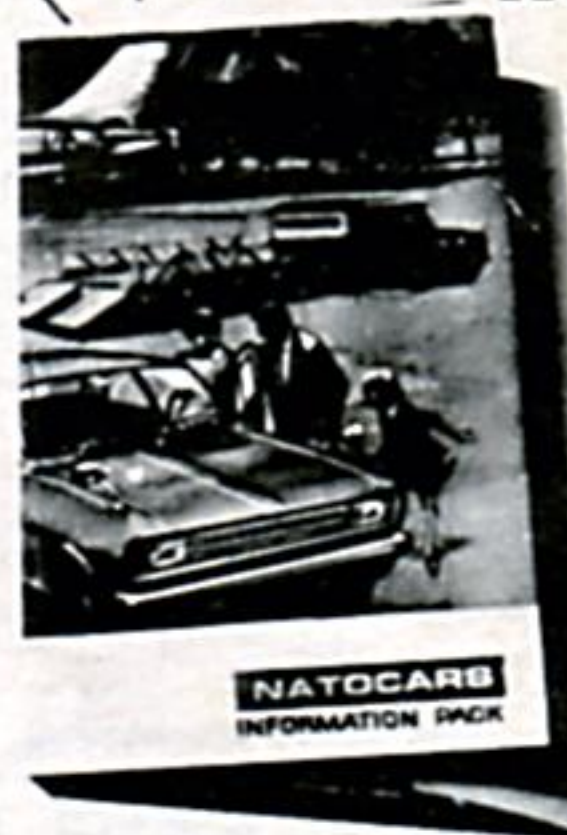
At the Spring committee meeting of the R.N. Rugby Union it was decided to set up a coaching sub-committee, with Capt. Keith Leppard as chairman and Eng.-Lieut. Harry Brickwood as secretary.

The aim is to improve coaching throughout the Royal Navy, and so improve the standard of play — fewer penalty goals, perhaps.

Too much must not be expected too soon, but it is planned first to coach potential coaches and later to take coaching teams to establishments to hold coaching sessions. It is hoped that by the beginning of next season a useful organization will be set up.

Some members of the Mercury Small-Bore Rifle Club. Standing: Ch Supt Reg. Eccles; PO "Woody" Byne; Sub-Lieut. P. Washington; CPO Derek Broadhurst; RS Colin Dewhurst. Front: LRO Keith Williams; Capt. Sir Peter Anson, Bt (Captain of H.M.S. Mercury); RS Ron Vickers. (See "Mercury shots")

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